



SER Top Winner in 'Competition'

Middle East Gets Trophy for Drill

MAXWELL AFB, Ala.—The Southeast Region, represented by a team from the Georgia Wing, won the coveted Sweepstakes Award Trophy in the National Cadet Competition for 1976, staged here in late December.

The Southeast Region team won by accumulating the highest over-all score in the competition. Duplicate trophies for runner-up spot were awarded to teams from the Middle East Region, represented by a North Carolina team, and the Pacific Region, represented by a team from California.

The eight region teams, which had previously won wing and region-level competitions, vied against each other in three categories—Drill, Physical Fitness, and the Cadet Bowl.

The Middle East Region won the first place trophy in the drill competition. The Southeast Region won the first place trophy in the physical fitness competition and in the Cadet Bowl.

A special Sportsmanship Award went to the Rocky Mountain Region, represented by a team from the Utah Wing.

The Drill competition included four parts: Commander, Innovative Drill, Standard Drill, and In-Ranks Inspection.

The Physical Fitness competition included two parts: Volleyball and the Mile Run.

The Cadet Bowl competition, which tests cadets' aerospace knowledge, was divided into a Panel Quiz and a Written Exam.

Other teams participating in the event were Texas (Southeast Region), Michigan (Great Lakes Region), Massachusetts (Northeast Region), and South Dakota (North Central Region).

The competition concluded with an awards presentation ceremony and banquet followed by a cadet dance at the Maxwell Officers Open Mess.

A complete list of winners in the various categories of the competition appears on Page 2.

For photographs of the competition, see Pages 8 and 9.



NEW PLANE—The first new Cessna Hawk XPII purchased under the CAP National Buy Program, above, was turned over in late December at Maxwell AFB, Ala., to the Minnesota Wing. Making a walk-around inspection before flying the plane back to Minnesota is Col. John T. Johnson, wing commander. The plane was so new it still did not have CAP markings. It has a 195-horsepower engine, uses 100-octane lowlead fuel and cruises at 131 knots (151 mph). The first of another new type craft purchased under the same program, a Cessna II Skyhawk/100, went to the South Carolina Wing, also in late December. Both planes are completely IFR instrumented. (Photo by MSgt. Russ Brown)

Annual Roundup

CAP Saves 34 Lives in '76

MAXWELL AFB, Ala. — Civil Air Patrol continued to do in 1976 what it has been doing for more than 35 years — save lives.

During the year, CAP was directly responsible for saving 34 human lives and for averting

tragedy in many other instances by locating a record-setting 395 search objectives.

Civil Air Patrol was engaged in 1976 in 815 separate search operations. Participating in the missions were pilots, observers,

ground search teams, and communications and maintenance specialists. These search missions required 8,875 sorties (a sortie is one flight by one aircraft) which involved 17,604 hours of flying time.

This means that CAP, on an average, had two aircraft in the air helping someone in distress every hour of every day in 1976.

Colorado led Civil Air Patrol's 51 other wings, saving the lives of five persons. Alaska was second with four lives saved. California led all wings in sorties flown with 1,074.

In addition to its search and rescue operations, CAP also responded to requests for disaster assistance from national, local and state officials. These included floods and flooding situations in Oklahoma, Pennsylvania, Indiana, Michigan, Maryland and New Hampshire; a snow storm in Nebraska; an ice storm in Wisconsin; and a tornado in Indiana.

In all, CAP volunteers contributed more than 1,176 man-days of work in support of disaster relief activities throughout the United States.

For more details, see Page 16.

Features of Insurance Coverage Are Outlined

MAXWELL AFB, Ala.— Civil Air Patrol has an insurance program. Under the bylaws of the corporation, this national insurance program is planned and controlled through the Civil Air Patrol National Insurance Committee.

This committee studies the insurance program, reviews costs and requirements annually, considers suggestions and complaints, and assists the National Board and the National Executive Committee in establishing policy on insurance matters.

Basically, the Civil Air Patrol insurance program provides the following insurance paid by the corporation:

1. Comprehensive liability coverage for automobiles, watercraft, products, contracts and general public liability.
2. Aircraft liability.
3. Aircraft hull insurance on aircraft purchased under the "New Aircraft Buy Program."
4. Cadet accident insurance.

(See DETAILS OF, Page 6)

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TOP AWARD—Lt. Gen. Raymond B. Furlong, left, commander of Air University, presents coveted Sweepstakes Award trophy to Cadet Tim Dearman, captain of the Southeast Region team which won over-all top honors in the 1976 National Cadet Competition, held in late December at Maxwell AFB, Ala. The award was presented at the banquet which concluded the competition. The winning team was from the Georgia Wing.

Hawaii Wing Seminar Held On Saturdays

HONOLULU, Hawaii—A two-part Aerospace Education Seminar was held here on successive Saturdays recently for teachers and other interested persons.

The seminar was sponsored by Civil Air Patrol's Hawaii Wing, the Hawaii Aerospace Education Association, the Federal Aviation Administration, and the Hawaii State Department of Education. It was held at Honolulu International Airport with some 35 participants.

For the 23 teachers who participated, credit will be given by the Hawaii Department of Education. The teachers, who conduct aerospace education classes, were given orientation flights at the end of the second session. For most, it was their first ride in a small airplane, a Cessna 206 provided by the Hawaii Air Academy.

Only two of the 23 teachers were men. Of the 21 women, one had a private pilot license which was the result of attending another Hawaii aerospace education workshop a few years ago.

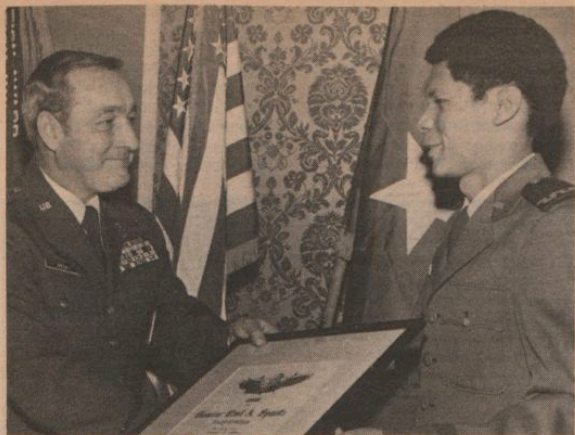
Among the program speakers were: L. D. "Pat" Cody, director of Aerospace Education, Pacific Region, who spoke on "Our Aerospace Heritage;" Lt. Col. Don Aten, director, Aerospace Education—External

for the Hawaii Wing and professor of Education at the University of Hawaii, whose topic was "Aerospace Education for Children and Youth;" and Lt. Col. William K. Baker, commander of the Hawaii Wing, who spoke on "Civil Air Patrol Aviation Education Programs."

Also, participating from the Hawaii Wing were: Lt. Col. Howard Nakashima, director of Aerospace Education; Capt. Richard Ching, USAF Reserve advisor; and Lt. Col. Lindy Boyes, Hawaii Wing information officer.

Other program participants included George Miyachi, public affairs officer, FAA, Pacific-Asia Region; and president, Hawaii Aerospace Education Association; Ken Fisher, FAA air traffic control specialist; Owen Miyamoto, chief, Airports Division, Hawaii Department of Transportation; Charles Fern, aviation pioneer and former editor of Garden Island News; Frank Der Yuen, executive director, Honolulu Airlines Committee; Jim Cook president, Hawaii Air Academy; and Bud Weisbrod, aircraft owner and pilot.

There was no charge for the seminar and each teacher participant was given considerable informational materials.



Gen. Peck, Left, Presents Spaatz Award to Cadet Adams.

USAF Cadet Is Presented CAP Award

OFFUTT AFB, Neb. — Air Force Academy Cadet Daniel S. Adams received Civil Air Patrol's Gen. Carl A. Spaatz Award in ceremonies here recently. Making the presentation was Air Force Brig. Gen. Earl Peck, deputy chief of staff for personnel in Strategic Air Command.

Cadet Adams is the son of Air Force TSgt. and Mrs. Daniel Adams of Bellevue, Neb. He joined CAP in 1971. He was a member of the Offutt Cadet Sq. before attending the Air Force Academy.

During his Civil Air Patrol activities, he attended four cadet encampments, one in Kansas, two in Nebraska, and one in Illinois. He was the cadet commander of the latter. His national level special activities include attending the FAA Cadet Orientation Program and the ATC Familiarization Course. He received orientation rides in a number of aircraft and earned his solo pilot license in Piper aircraft.

His first visit to the Air Force Academy was a CAP-sponsored trip in 1972. It had much to do with influencing him to attend the academy.



PRIZE WINNER—This float, entered by CAP's 117th ANG Comp. Sq. 90 (Alabama Wing), won the prize as best in the Civic Group in a November Veterans Day parade in Birmingham, Ala. The prize-winning float, ridden by members of the squadron, featured a replica of the Wright brothers' first plane, followed by a large, rotating CAP emblem, and then a replica of the space shuttle, complete with rotating beacons and smoke belching from the rear. The city stages a Veterans Day parade each year and this was called the "biggest ever."

Goal of New Building In Sight for Delaware

WILMINGTON, Del. — Excitement and anticipation are mounting as CAP's Delaware Wing approaches the final phase of a three-year effort to plan, fund and erect a new headquarters building.

Contributions to the \$90,000 building fund are being sought from a broad cross section of Delaware citizens and organizations, according to Lt. Col. Adelaide C. Tinker, general chairman of the fund drive. In addition, she has set a goal of 100 per cent participation by all wing members.

For several years, an old temporary building on the Greater Wilmington Airport provided barely adequate facilities for wing activities. However, it was demolished more than two years ago to make way for a new National Guard building. The State Civil Defense organization, however, offered the use of their Emergency Operations Center on an interim basis.

Meanwhile, the project officer, Lt. Col. Herbert Wood, was successful in negotiating with airport authorities for a new site within the airport boundaries. Architect and CAP member, Lt. Col. Karl A. Schopfer, donated his services in designing the new building.

To hold down costs, Col. Wood worked with wing liaison office personnel to locate and acquire surplus building materials within a three-state area.

Col. Louisa S. Morse, former wing commander and now Middle East Region commander, continues to support the project and Richard C. "Kip" duPont Jr., a longtime CAP member and owner of Summit Aviation in Middletown serves as Special Gifts chairman.

Air Force Blue, Army Green Mix During Training

DENVER, Colo. — Air Force blue and Army green mixed here recently as 21 cadets and five senior members of the Lowry Cadet Sq. took part in a three-day training exercise at Fitzsimmons General Army Hospital.

The cadets went through a program of training and instruction guaranteed to make them some of the best cadets in Civil Air Patrol.

They were trained and trained each other in drill, leadership and aerospace education.

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We suggest you use any extra copies in promoting/advertising Civil Air Patrol by leaving the CAP NEWS where non-members will get an opportunity to read it. (Public Libraries, doctors offices, etc.)

National Cadet Competition Awards

EVENT	REGION	TROPHY WON
Sweepstakes, Overall	SER	1st Place
	MER	Runner-Up*
	PACR	Runner-Up*
Drill Competition, Overall	MER	1st Place
	NER	Runner-up
—Drill Comp., Commander	NER	1st Place Plaque
—Innovative Drill	MER	1st Place Plaque
—Standard Drill	MER	1st Place Plaque
—In-Ranks Inspection	MER	1st Place Plaque
Physical Fitness, Overall	SER	1st Place
	MER	Runner-up*
	PACR	Runner-up*
—Volleyball	SER	1st Place Plaque
—Mile Run	SER	1st Place Plaque
Cadet Bowl, Overall	SER	1st Place
	PACR	Runner-up
—Panel Quiz	PACR	1st Place Plaque
—Written Exam	SER	1st Place Plaque
Sportsmanship Award	RMR	Trophy

*Duplicate trophies awarded.

California Cadet Gets Top Award

McCLELLAN AFB, Calif. — Former CAP Cadet Michael Charlton has been presented the Gen. Carl A. Spaatz Award in ceremonies here recently.

Air Force Brig. Gen. (Ret.) Charles E. "Chuck" Yeager, the first man to fly faster than sound, presented the prestigious award.

During seven years as a member of Mather's Cadet Sq. 14, Charlton advanced from squad leader to cadet commander. In 1974, he visited Korea through the International Air Cadet Exchange Program and, that same year, served as cadet commander at the Vandenberg AFB summer encampment.

In 1975, he was Group 4 drill team leader, which won both the California and Pacific Region competitions and completed in the national competition at Maxwell AFB, Ala. He also participated in 1975 in the Air Force Academy Cadet Survival Course. He earned his private pilot license through a CAP flight scholarship.

Charlton, the son of Mr. and Mrs. Robert D. Charlton of Rancho Cordova, Calif., is a graduate of Cordova High School and attends American River College. He plans to continue his education in aeronautical engineering.

Let Museum Know Ahead About Tour

WASHINGTON, D.C. — One of the more popular spots for touring CAP cadet groups to visit here is the National Aerospace Museum, which is part of the Smithsonian Institution.

If you or your squadron is planning such a visit, please write about special tours so that your letter reaches the museum at least two weeks in advance. Visitors are welcome anytime, but the museum has to know in advance if a special tour is desired.

The mailing address is:

National Aerospace Museum
Smithsonian Institution
Museum Tourist Section
Attn: Mrs. Jackie Pace
Washington, D.C. 20560.



HIGH-LEVEL PROMOTION—Georgia Gov. George Busbee, right, pins silver leaves of rank on Lt. Col. Robert Logan, deputy commander of CAP's Georgia Wing. The ceremony took place recently in the governor's office with the Georgia Wing commander, Col. Leroy S. Riley, and the commander of the Albany Comp. Sq., Lt. Col. Don Pye, present. Gov. Busbee is a member of the Albany Squadron.

Simple VHF Set Used In Ramp Searches

MERRITT ISLAND, Fla. — The Florida Wing has been successfully using a readily available and inexpensive type of VHF receiver for ELT (emergency locator transmitter) ramp searches, according to Lt. Don Conover of the Central Brevard Comp. Sq.

These units are available for

prices ranging from \$15 to \$25 and are about the size of a pocket penlight. They employ the superhet technique for detection and hence are broad band and do not employ an automatic gain control circuit. These are vital characteristics for this type of work.

When trying to locate an ELT

within reception range, hold the receiver at chest level about two inches in front of the body. Tune the frequency of the receiver off frequency to a point where the ELT can just be heard. (There is no volume control on these units.)

Stand in a clear area and turn in a complete circle. When the audio level of the ELT reaches a peak, you should be very nearly facing the ELT location. A few cross-fixes may be needed to pinpoint the source but with a little practice and confidence, you should be able to locate the ELT in a few minutes.

Do not use these receivers in aircraft or on the ground when DF equipment is being used. They generate a VHF signal which can interfere with aircraft communications.

If replacement batteries get too expensive, an auxiliary battery pack can be fabricated from two penlight cells. These generally last as much as a full year.

Flight Story Comes Alive At Museum

BIRMINGHAM, Ala. — The story of aviation— from Kitty Hawk to Apollo 15— came to life this year for Alabama high school teachers who made a recent visit to the Air Force Museum at Wright-Patterson AFB, Dayton, Ohio.

The trip to the hometown of the Wright Brothers and the birthplace of modern aviation history was the highlight of a three-week aerospace science workshop here at Samford University. The workshop was typical of many across the nation which Civil Air Patrol helps sponsor each year.

The workshop was offered at Samford for the eighth consecutive year. Each teacher was provided a scholarship for the three-hour credit graduate-level course by the Alabama Wing of Civil Air Patrol. Dr. John Carter, a professor at Samford and a lieutenant colonel in CAP, is coordinator of the annual

aerospace workshops. Their purpose is to give teachers an introduction to aerospace science.

"Not any of these science teachers have taught aerospace science in the classroom before, but now they can go back to their schools and be familiar enough with the material to teach it to whatever degree they can," an instructor at the workshop said.

The "degrees" vary, with very few schools in Alabama offering courses devoted completely to aerospace science. The majority of the participants will be incorporating six-week exploratory units into general science courses, with a few expanding it to a semester-long exercise.

The museum trip was one of four learning excursions taken during the workshop. In-state visits were made to the Army's helicopter training center at Ft. Rucker and to Maxwell Air Force Base. In Atlanta, the teachers visited the Delta Air Lines training center and the Federal Aviation Administration's traffic control center.

At the Air Force Museum, the teachers viewed more than 150 aircraft and missiles including planes made famous during World War II.

The field trips provided what was, for some teachers, their first plane ride. And for most, the opportunity to sit in as copilot in the dual-controlled cockpit of a cargo plane used on the Dayton trip was a first-time experience.

In the classroom, the teachers were briefed on the history of flight, the development of the airplane and the basic principles of weather and rocketry. They also considered the future, exploring the projected use of space shuttles.

They also received an in-depth introduction to the new textbook approved last year by the Alabama State Board of Education. Until 1975, aerospace teachers in Alabama were almost solely dependent on material provided by the Alabama Wing of Civil Air Patrol.

Amelia Earhart Part Of Award Ceremony

CINCINNATI, Ohio — Amelia Earhart presented Civil Air Patrol's Amelia Earhart Award recently to Cadet William Harter Jr., cadet commander of the Cheviot Comp. Sq. 104.

The Amelia Earhart who presented the award is the grandniece of the original Amelia Earhart, the famed aviatrix who disappeared in the Pacific during a round-the-world flight prior to World War II, and for whom CAP's cadet award is named.

The present-day Amelia, a second lieutenant in Civil Air Patrol, is a member of a CAP unit in the Dayton, Ohio, area. She presented the award to Cadet Harter during a recent Ohio Wing Group 1 awards banquet.

SMILIN' JACK'S

AERO-ASTRO ANSWERS

MISS SUPERSONIC SUE, MY FOX VERY SMART PET BUT YOU SAY THAT JET IS BATTY FOX!

NO FAT STUFF! 'FOXBAT' IS ITS CODE NAME! IT IS A MIG-23 TWIN-JET ALL WEATHER COMBAT AIRCRAFT!

IT IS REPORTED TO BE THE FASTEST RUSSIAN PLANE AND FLIES AT MACH 3 PLUS!

IT IS HOLDER OF SPEED RECORDS AND IS POWERED BY TWO AFTERBURNING TURBOJET ENGINES!

IT'S SERVICE CEILING IS CLAIMED TO BE 73,000 FT!

IT WOULD BE A TOUGH PLANE TO 'OUTFOX'!

NEXT WHAT BIRD HAS A WING-SPAN WIDER THAN ONE OF AMERICA'S SMALLEST MAN-CARRYING PLANES?

ASKED BY MARGARET RINGLE, ATLANTA, GA.

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Executive Director's Comments

'Desk Jockeys' Important, Too

By BRIG. GEN. CARL S. MILLER, USAF
Executive Director

There are a variety of tasks which must be performed to make a CAP unit successful and effective. Some are attractive, dramatic and exciting — such as flying an airplane, performing search and rescue, assisting in disasters, conducting an encampment, etc. There are other tasks equally as important but which do not offer the opportunities for the melodramatics. In this category, you will find the "desk jockeys" who work in the finance, personnel, administration and other related fields.

As a pilot, I, like many of my colleagues, am prone to disdain the tedium of sitting behind a



desk. Yet, as a commander, I have come to respect and appreciate those people who do the housekeeping chores for us. We tend to place greater importance on the action-oriented programs and minimize all others. It is in these often-overlooked functions that we should place more emphasis, and it is in these areas that we can make vast improvements which will make our units more effective and at the same time will save money and manpower.

In my association with the rank-and-file CAP member, I have detected a vast amount of talent, ingenuity, and desire to do an outstanding job. I strongly urge commanders at every level to take advantage of this untapped resource and utilize it to the best advantage. Giving individuals in these not-so-glamorous areas a specific task

to accomplish, along with a challenge, will give them a feeling of belonging and make it more rewarding for them and for your unit and CAP.

I believe that much can be done to make administrative-type positions more stimulating. As a start, I am proposing to implement an incentive program, on a one-year trial basis, which will recognize the member who has made the greatest contribution to CAP in paperwork improvement. All other members who submit suggestions which are adopted for CAP-wide use will be recognized, too, in some appropriate manner yet to be decided.

Guidelines for this trial program, the "Administrative Incentive Award," will be announced in a future issue of Civil Air Patrol News in the

"Bulletin Board" section. As worthwhile recommendations are received, they too will be published in the "Bulletin Board."

Our scientific technology in this country advanced at a far greater pace than our administrative skills. We can send a man to the moon and back quicker than we can send your monthly distribution from Maxwell AFB, Ala., to most states. I am not proposing we improve the U.S. Postal Service, rather look at our own organization for improvement.

I strongly urge wide participation in this program, and when we have an exchange of the good ideas that I know will be brought forth we may gain a little on our scientific people. Be sure to watch for the detailed program in the "Bulletin Board."

Washington Chaplain Is Honored

WASHINGTON, D.C. — Lt. Col. Fred W. Hess of CAP's Congressional Squadron represented Col. Lester Wolff, the unit's commander, in recent ceremonies honoring Chaplain (Lt. Col.) Renton Hunter who has been the squadron's chaplain since the unit was established in 1967.

Col. Hess presented him a Certificate of Appreciation from Chaplain (Col.) Robert H. Beckley, USAF, national chaplain, citing him for his service to CAP during his 23 years as a member. The ceremony took place at the Bethel Pentacostal Tabernacle which honored CAP's 35th anniversary on the occasion.

The church was also presented a certificate in appreciation for its cooperation and assistance to CAP in permitting the chaplain to devote his time and efforts to his duties as chaplain of the Congressional Squadron.

The Congressional Squadron consists of members of Congress and members of their staffs. Its commander, Col. Wolff, is a member of the House of Representatives from New York.



SWEARING IN—Air Force 2nd Lt. Skye M. Mitchell, right, of Albuquerque, N.M., is sworn into the Air Force by her father, Col. (Ret.) Howard C. Mitchell, USAF, in recent commissioning ceremonies. Only 19, Skye completed high school in two years and college at New Mexico State University in three. She is now studying for a master's degree. She accumulated a long list of honors as a CAP cadet in the Albuquerque Cadet Sq. No. 1, including an academic grant.

Mississippi Charter Member Is Made Unit Commander

VICKSBURG, Miss. — First Lt. Una Masterson was named recently to be commander of the Warren County Comp. Sq. She relieved Lt. Col. J. C. Cavagnol who was transferred from the area.

Lt. Masterson, a native of Homestead, Fla., is a charter member of Civil Air Patrol and was active with the Coastal Patrol and in civil defense during the war years. During the

war period, she also trained cadets in aircraft engine overhaul and repair.

She has held various positions in both CAP and civil defense in various regions of the country in the years since the war and again flew with the Florida Wing in the 1966-1969 period.

A 27-year Civil Service employee, she is employed at the Waterways Experiment Station here.

New York Unit Hosts Canadians

MASSAPEQUA, N.Y. — A contingent of 40 Canadian air and army cadets were guests recently in New York of CAP's Long Island Group.

The Canadians, members of the Royal Canadian Air Cadets and Lorne Scott Army Cadets from Dundas, Ontario, arrived by bus and were greeted at CAP headquarters at Roslyn Air National Guard Base on Long Island. They spent the weekend in homes of different Civil Air Patrol members.

Itinerary for the visiting Canadians included a tour of the United Nations and World Trade Center and a flight in member-

owned aircraft over Long Island and New York City. The cadets also toured the FAA Flight Operations Center at Islip and the Nassau County police headquarters.

Evening entertainment included several small receptions and private parties and the annual Long Island Group cadet military ball. Highlight of the evening was the appearance of the Nassau County Police Piper Band in kilts and regalia.

CAP cadets from the Long Island Group will return the visit to Hamilton, Ontario, next summer.

Rhymes of the Times

SEEING
MUCH
BUT SAYING
LESS
IS ONE
SECRET
OF SUCCESS.



CIVIL AIR PATROL NEWS

National Commander.....Brig. Gen. Thomas C. Casaday, CAP
Executive Director.....Brig. Gen. Carl S. Miller, USAF
Director of Information.....Lt. Col. Herbert A. Babb, USAF
Editor.....

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National Commander's Comments

Safety: Success Points Way

By BRIG. GEN. THOMAS C. CASADAY, CAP
National Commander

I have reviewed the preliminary aircraft accident statistics for 1976 and I am pleased that, for the second straight year, they show considerable improvement over previous years.

Prior to 1975, the number of aircraft accidents varied little from about 25 each year — with a high of 31 in 1974. The lowest number of accidents (18) was in 1975. Most significantly, the figures show that 1976 will be the "safest" year yet with 11 accidents.

We have seen a quantum decrease in the number of accidents over the past two years



which is indeed commendable. Each of you has contributed to this improvement, especially commanders who become fully aware that safety is their responsibility. In the past, the inherent nature of this responsibility led to its being overlooked by many people in command and others in supervisory positions. It has been only relatively recently that we have begun to place the necessary emphasis on this vital responsibility and to educate key personnel accordingly.

We have made impressive gains in our safety program but, as I pointed out at the National Board meeting, this is only the start. Now that we know what it takes, we can shoot for a truly great safety record that will be the envy of the entire general aviation community. To do this, we need to continue the command emphasis on safety at all levels. Additionally, functional area

managers must better support the safety program as they conduct CAP activities.

At the national level, we are taking action to give mishap control its proper priority. We are reorganizing the operations and safety committee to insure a joint approach to operations, emergency services, and safety matters. One of the first tasks of this committee is to review CAPM 60-1 (CAP Flight Management) and propose to the NEC any needed changes.

We are coordinating with region commanders to select a highly qualified person within each region who will closely monitor the region's operations and safety posture. This person will also represent the region at the semiannual operations and safety meetings.

There is to be a closer working relationship with the FAA accident prevention staff at both national and regional levels which will permeate to

all levels. The accident prevention area of the Wing Effectiveness Evaluation Program has been realigned to evaluate accident prevention activity rather than simply deducting points for accidents. Finally, this initial thrust toward providing a safer environment for CAP personnel will include publishing a comprehensive guide for unit safety officers.

I am confident that we are proceeding in the proper direction at the national level but I am more certain that the effectiveness depends upon the full support of all CAP members. Each of you should feel that it is your safety program, and that you can contribute as well as benefit from it. I ask that each of you join me in assuring that this time next year we can look back and proudly confirm that we accomplished our mission and even more — we did it safely.

Member Does Well In Contest

MONTGOMERYVILLE, Penn. — SM Irving L. "Doc" Shore, a member of CAP Senior Sq. 904 based at the Montgomeryville Airport, was one of five top scoring contestants in the first of five regional championship contests to select the U.S. Precision Flight Team.

The top five in the regional matches will compete at the national championships in Wichita, Kans., in May. The winners of this competition will constitute the U.S. team which will compete in Linz, Austria, in August 1978 for the world championship.

Each pilot is required to flight plan a specific course in three minutes and then fly the plan as closely as possible within the estimated time segment. Proficiency in power-on and power-off spot landings is also considered in determining the winners. The rules of competition favor the use of slow flying airplanes, preferably tail draggers. All VFR pilot skills are tested.

"Doc" Shore, besides being an active CAP member, is an active orthodontist and for several years has been a certified flight instructor.



PRESSURE POINTS—Army medic at Ft. McClellan, Ala., uses a CAP cadet to demonstrate pressure points in case of a head injury for the benefit of a class of CAP cadets. The Army's 390th Chemical Army Reserves were hosts to the cadets from a number of Alabama squadrons for a weekend of specialized medical training. Stressed during the training sessions were immediate first aid and proper diagnostic evaluations — knowing what to do and how to apply it properly.

21 GLR Members Win Solo Wings

LOUISVILLE, Ky.—Twenty-one CAP members from the Great Lakes Region flew their first solo flight recently and won their solo flight wings during the region's solo encampment held here at Bowman Field.

Members from throughout the region participated. Kentucky Flying Service provided the ac-

tual training and the University of Louisville provided housing for the students.

Ground school training was conducted during the course and the Federal Aviation Administration's written test for a private pilot license was given at the end of the course.

Montana Cadets Attend Meeting During Holidays

MISSOULA, Mont. — Six members of the Missoula Comp. Sq. travelled to Helena recently for a three-day flight orientation and communications course.

The Christmas vacation activity drew CAP members from Missoula, Libby, Anaconda, Great Falls, Billings, Helena, and Bozeman to Ft. Harrison, the site of the activity.

Included in the three-day period were briefings on the

current application and selection procedures for the upcoming special activities screening board and scholarship competition, and two 3-hour communications courses taught by Air Force Maj. Sam Elder of the Great Falls Comp. Sq.

Orientation flights for all the cadets, flown by pilots of the Helena Senior Sq., and a meeting with Air Force Capt. James Beggerly, the wing liaison officer from Malmstrom AFB, concluded the activities.

Cadets from Missoula attending were: Brad Allen, Rose Sipes, David Knudsen and Mark Baker.

Practical Type Workshop Held

ST. LOUIS—A practical problem type of workshop was held here recently for all CAP squadron information officers in the St. Louis area.

Maj. Pauline Woods, Missouri Wing information officer, and Capt. Larry Kuban, Group II information officer, showed slides and films that were closely related to the many difficulties faced by Civil Air Patrol information officers. Newspapers, squadron newsletters, plus actual photo and news releases were also utilized as training aids to supplement the slides and films.

The St. Louis workshop completed a circuit of the Missouri Wing by Maj. Woods and was the third workshop conducted by her in the past year.

Wing Scores Excellent In Annual SAR-Test

SHELTON, Wash.—CAP's Washington Wing received an "excellent" score recently from the U.S. Air Force on its annual search and rescue test.

The exercise was conducted here under the supervision of Air Force officers headed by Lt. Col. Don Richie from the Pacific Region liaison office.

CAP Lt. Col. Jerry Keesee was mission coordinator for the test. A total of 85 CAP members participated in the test, using 13 aircraft, three ground rescue teams and two radio relay units.

Details of CAP Insurance Outlined

Continued From Page 1

5. Senior member accident insurance.

6. Fidelity bond.

The corporation is the named insured in the liability policies, but coverage has been extended to any member of Civil Air Patrol while acting within the scope of his duties as a member of and on behalf of Civil Air Patrol. For example, if a CAP member were driving a CAP vehicle on CAP business, and an accident occurred, damaging a second vehicle, the cause of the accident being the CAP member's fault, the CAP insurance would be obligated to pay for the damage to the second car and for any injury sustained by the occupant of that car.

Civil Air Patrol carries no comprehensive or collision insurance on vehicles. If the CAP vehicle were damaged, there would be no coverage for that damage. If the CAP member were injured, coverage would be limited. Specific coverages for CAP members will be discussed later.

As with any insurance contract, there are certain limitations. The policy will not apply if:

1. A CAP member enters into any contract or agreement which contains an assumption of liability clause or a hold harmless agreement.

2. There is no coverage if a CAP member uses watercraft owned by the corporation for transportation of another person for a fee, or if a CAP member were to rent such watercraft to others.

3. There is no coverage for bodily injury, sickness, disease or death of any employee while engaged in the duties of his employment, or any obligation for which the insured or any company as his insurer may be held liable under any workmen's compensation law.

4. Coverage for liability arising from injury to or destruction of property owned, rented, occupied, or used by or in the care, custody and control of the CAP, or carried in or on any aircraft, automobile, watercraft, or any other vehicle insured under this policy is limited. This sometimes creates a problem. The best example is where one CAP member is towing or pushing another vehicle. Individuals are covered under the CAP public liability policy except when they are operating their own equipment on a CAP activity without personal liability insurance.

The protection under these policies runs to the corporation for all authorized activities, for operation of corporate equipment, and when non-CAP owned equipment is operated on CAP activities. This is fully discussed in CAP Regulation 900-5.

The aircraft liability policy coverage meets all United States Air Force insurance requirements for use of Air Force facilities. This does not authorize use of Air Force facilities until all other regulation requirements have been met.

The aircraft liability policy covers operation of CAP owned, leased, rented or loaned aircraft and the operation of non-CAP aircraft on CAP approved missions as far as protection of the corporation is concerned. Individual CAP members, when operating CAP aircraft on CAP authorized missions are covered, but when they are operating their own or other non-CAP aircraft, they must have a certificate of insurance on file at National Headquarters indicating they carry a public liability policy. The CAP in-

surance then acts as excess coverage over and above their personal coverage.

There are limitations to this policy also. They include: assumed liability, intentional destruction or injury of property in the care and control of CAP members and loss of use of property. CAP members are not covered when operating any equipment in an unauthorized use or when carrying passengers or otherwise using CAP aircraft for hire or reward. A good example of this is the "penny-a-pound" rides. CAP members are not covered if they are operating an aircraft in violation of the pilot's certificate or the aircraft certificate or when giving instruction except as approved by National Headquarters and meets FAA requirements, and operating in violation of FAA regulations. The insurance does not cover closed course racing, crop dusting, spraying, seeding, hunting, bird or fowl herding.

CAP sponsorship of airshows is not permitted. This does not preclude operation of concession stands at airshows sponsored and conducted wholly by agencies and organizations other than CAP when approved by National Headquarters.

The accident coverage for cadets is explained fully in CAPR 900-5. This coverage begins when the cadet is accepted for membership. The cadet must be under the direction or supervision of a CAP senior officer to be covered under the cadet accident insurance policy. Unlike the senior member accident policy, the cadet policy has certain medical benefits up to \$2,000 for hospital charges for room and board and cost of operating room and fees of physicians and surgeons, and

other related medical expenses.

Senior members are provided a \$1,000 accidental death policy by the corporation. There has been a great deal of misunderstanding concerning this coverage. There are no benefits for medical coverage with this policy. It provides coverage for accidental death and dismemberment only. However, the corporation provides a group accident policy to members at THEIR OWN EXPENSE. This policy provides benefits for death, dismemberment and medical expenses. CAP Regulation 900-8 has been published, outlining both of these programs in detail.

Civil Air Patrol senior members ONLY are covered under the Federal Employees' Compensation Act while participating in Air Force authorized and directed search and rescue missions during the time limits of the mission. These claims are adjudicated by the Department of Labor and the amount of compensation is determined by public law as adjudicated by that department.

The Air Force has also followed a policy of accepting claims from third parties which arise from Air Force authorized and directed missions under a limited administrative authority of the Secretary of the Air Force. This authority does not create liability, it only permits the Secretary to pay certain claims when he finds they have arisen from a USAF authorized and directed activity.

It should be emphasized that the corporation is protected against its legal liability by insurance. This insurance does not extend to cover any member's legal liability arising out of claims not in performance of his duties as a member of and on behalf of Civil Air Patrol.

For example, if a senior

member were driving a CAP-owned vehicle to his regular place of employment and was involved in an accident, due to his negligence, the corporation's policy would not protect him.

Again, Civil Air Patrol does not carry physical damage insurance on automobiles, watercraft, aircraft or other equipment owned by members or others and individuals using their privately owned equipment in Civil Air Patrol activities do so at their own risk.

Civil Air Patrol carries insurance for its protection as a corporation. Certain benefits are extended to members, but as in all areas of life, each member should have a sound personal insurance program.

All-Day Exercise Aids In Teaching SAR Techniques

TRENTON, Mich. — "If we taught them how hard it is to find a target or a crash, then we've succeeded."

Thus agreed 1st Lt. Victor Bonara, commander of the Trenton Cadet Sq., and 2nd Lt. Deborah Stevens, deputy commander, after they completed a practice training mission for their cadets.

The daylong exercise, held at a nearby park, consisted of a course in compass reading and practice in search techniques. For most of the cadets, it was their first experience in conducting a search. When they began, they were confident they would find the targets easily. After three hours, they were considerably more humble.

Neither of the two teams found the signal flags that had been planted as targets, but both learned from their mistakes. They learned how to set up a radio relay when communications broke down. They learned that a close search pattern may be necessary to cover an area thoroughly. They learned to take only necessary equipment into the field. And they learned to make some decisions on their own.

"We'll know better next time," the cadets claimed at the debriefing.

Washington Wing Joins Search, Rescue Council

VANCOUVER, Wash. — Civil Air Patrol's Washington Wing has become an affiliate of the Southwest Washington Search and Rescue Council.

Lt. Col. Jerry Keese, Washington Wing Area Four coordinator, announced that all CAP units in Area Four plus the total resources of the wing are registered with the newly established council. The council is under the direction of the Clark County Sheriff's office and any agency with search and rescue capability can join and contribute as needed during searches for lost people or during other emergencies.

The council was formed to provide leadership, coordination and assistance during actual or simulated search and rescue missions in southwestern Washington State.

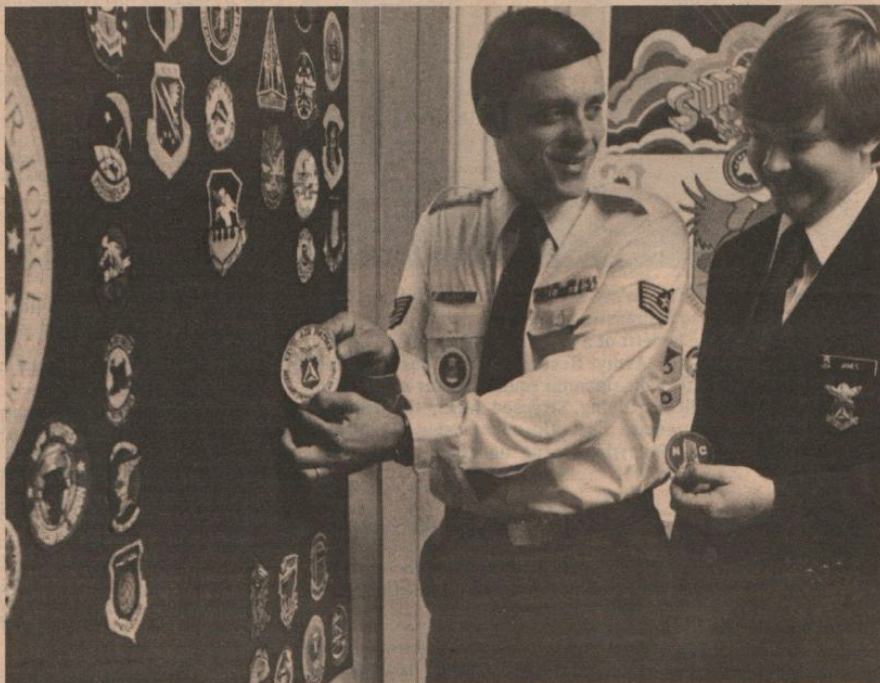
Four Cadets Win Bronze Valor Medals

KIAMESHA LAKE, N.Y.—A highlight of the Northeast Region conference, held here in mid-November, was the awarding of four Civil Air Patrol Bronze Medals of Valor to four New York Wing cadets.

The cadets, all from the New York City metropolitan area, were: Cadets Karlon Bethea and William Meany of the Queens Group, and Cadets Russell Denison and Sydney Drain of the Manhattan Group.

The four were on their way to a special meeting one Sunday last June when they heard an explosion. The explosion in a building set fire to the structure. Disregarding their own safety, they went to work and escorted occupants of the building through fire and smoke to safety. They also helped evacuate others from the area of four parked oil trucks which were threatened by the fire.

A number of other awards were presented at the conference which was attended by more than 400 CAP members from the nine-state Northeast Region.



"HOW'S THIS?"—Air Force recruiter in Hickory, N.C., TSgt. Delbert F. Harris, left, positions a CAP patch on display in his office. Looking on is CAP 2nd Lt. Vance T. James Jr. who presented the patch. He holds a North Carolina Wing patch which will also be added to the display. The board contains Air Force patches from around the world.



STAFF STUDY—Nebraska Wing CAP members study map of area involved in test mission. They are, from left, Capt. Donald Osterhaus, Capt. Dennis Curtis, 1st Lt. Susan Askew and Lt. Col. Harold Brissey.



LIVINGSTON'S QUEEN—Cadet Ines Pagan and escort WO Adalberto Rivera proceed past the honor guard of the Col. Clara E. Livingston Cadet Sq. (Puerto Rico Wing) after she was recently crowned Queen of Hearts of her unit.



FINAL PARADE—The Pennsylvania Wing's Group 10, based in Philadelphia, closes out a busy year with a mid-winter Bicentennial parade held recently in that city. Lt. Col. Herbert Carrier, left, commander of Group 10, salutes as he leads five squadrons from his group in the parade. Police estimated the crowd at more than 150,000 persons. Group 10 is one of the smallest in the Pennsylvania Wing.

CD Test Simulates Disaster

NORFOLK, Neb.—The Nebraska Wing conducted its annual Civil Defense and Search and Rescue Effectiveness Tests here recently with Air Force personnel from the North Central liaison office and the Nebraska Wing liaison office evaluating the tests.

The tests evaluate the wing's ability to respond to a simulated disaster. The manner in which CAP's on-site organization was developed, the communications capability was established and maintained, the surveillance of the problem site using radiological monitoring equipment and the total time to complete the mock mission were also rated.

The purpose of the exercise is to keep CAP personnel trained to a level which will make it possible for them to respond adequately in case of a real disaster.

Members of the Nebraska Wing from 20 units and personnel from wing headquarters participated in the exercise, using 15 aircraft.

Spatz Presented Alabama Cadet

GUNTER AFS, Ala.—Cadet Charles R. "Chuck" Melton, a member of the Birmingham Comp. Sq. 34 (Alabama Wing), received CAP's Gen. Carl A. Spatz Award in ceremonies here in December.

Presenting the award was Air Force Brig. Gen. Carl S. Miller, commander of Hq. CAP-USAF and executive director of Civil Air Patrol. The occasion was an Alabama Wing Cadet Ball at the Gunter Officers Club.

Cadet Melton has been a member of Civil Air Patrol since 1973. He presently attends the University of Alabama at Birmingham.

CAP News Briefs

Three Become 'Cowpunchers'

TROY, N.Y.—Three members of the Troy Cadet Sq. became cow punchers recently while returning from a weekend bivouac.

Capt. Shirley White, squadron commander, SM Thomas Devlin, and Cadet Jim Plante were driving home from their campsite when they encountered 6,000 pounds of beef on the hoof, blocking a country road.

Using his car horn, Devlin herded the cows off the road, while Capt. White and Cadet Plante helped on foot to round up the nine cows. After a brief struggle with one particularly large and stubborn animal, the cows were back in their pen with 30 others.

The owner of the cattle later thanked the members of the squadron for helping retrieve his cows and alleviate a traffic hazard.

Two Win Flight Scholarships

THE DALLES, Ore.—Two members of The Dalles Comp. Sq. (Oregon Wing) have won flight scholarships on the basis of merit and the desire to fly.

They are Cadets Peter W. Gothro and John H. Vandervalk who competed with members from 29 other squadrons in Oregon for the seven scholarships given.

Cadet Vandervalk received a \$250 solo flight scholarship and Cadet Gothro received a \$120 scholarship. Gothro also is employed at the airport, receiving one-half hour of flying time for every six hours of work.

Don Mobley, Cascade Flying Service, will give them flying lessons which will result in solo licenses for them.

Cadet Hetterly Wins Spaatz Award

BETHESDA, Md.—CAP Cadet Mark P. Hetterly of the Bethesda Chevy Chase Cadet Sq. has been presented the Gen. Carl A. Spaatz Award, the highest which can be earned in Civil Air Patrol's Cadet Program.

Cadet Hetterly has served in the squadron in a number of capacities over the past five years, including cadet commander. He now attends Embry-Riddle Aeronautical University in Florida where he is enrolled in Air Force ROTC.

He is the son of Mr. and Mrs. Marvin D. Hetterly of Bethesda.

Army Reservists Thanked for Aid

DANBURY, Conn.—Five Army Reservists and their unit were presented Certificates of Appreciation here recently during the 399th Comp. Sq.'s awards night.

Army Capt. John Dowd, John Hughes and Stephen Jacovich were recognized for their work with the CAP squadron's cadet drill team. SP George Reuter and PFC Brenda Carney were cited for their efforts as male and female counselors. All are members of the 399th Civil Affairs Group which sponsors the CAP squadron as an Army Reserve youth project.

Army Col. Robert L. Anderson accepted a Certificate of Appreciation and a plaque on behalf of the Army Reserve Group from CAP Col. Joseph Witkin, Connecticut Wing commander, and 1st Lt. David Welsh, commander of the 399th Comp. Sq.

Delaware Cadets Encamp at Dover

DOVER AFB, Del.—Ninety-one Civil Air Patrol cadets, accompanied by senior members and two Air Force Reservists, attended a weeklong encampment here this past year.

The cadets' schedule for the week included tours of the base fire station, control tower, the radar approach control facility (RAPCON), the aerial port facility, firing range, and the C5A Galaxy. Included also was a demonstration by the base's sentry dogs and a course in personal water survival.

Under "Operation Shadow," a new program this year, CAP cadet officers had the opportunity to accompany senior Air Force officers for a half day to observe the regular duties and responsibilities of the Wing commander and other staff officers here.

CAP Unit Joins in Open House

LANGLEY AFB, Va.—This Air Force base, one of the nation's oldest, held an open house here last year to celebrate its own 60th anniversary, the 30th anniversary of Tactical Air Command and the nation's 200th birthday.

The Maryland Wing's Peninsula Comp. Sq. participated in the event, presenting a big display featuring Civil Air Patrol. Items shown included an O-1 Bird Dog on static display, an L-16 flying, a model aircraft display, a mockup "mini" crash site, a communications setup, books cadets use and various posters.

Highlights of the open house included K-9 sentry dogs, the Gaskin's Battalion, C-130 assault landing, antique aircraft flyover, F-15 flyover and the Air Force Thunderbirds.

CAP Cadets Vie For Top Honors



Air Force Lt. Gen. Raymond B. Furlong, commander of Air University presents Sportsmanship Award to cadet from Utah Wing, representing the Pacific Region.

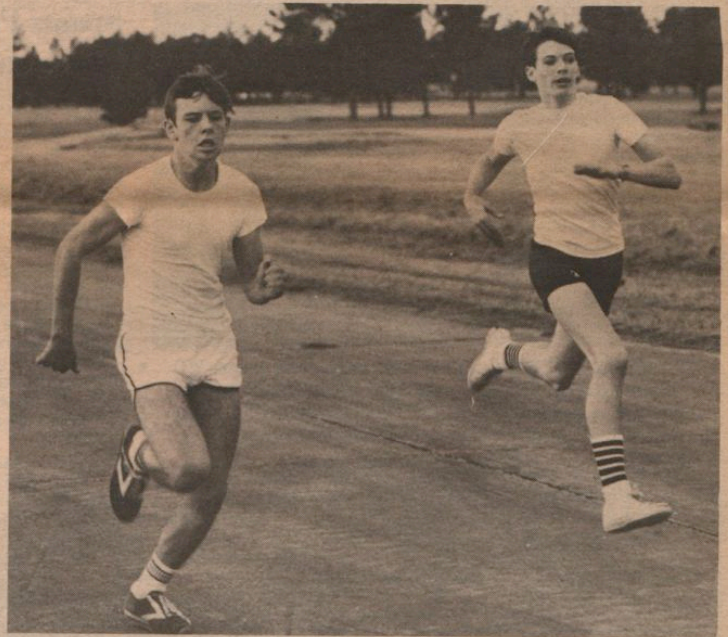


Volleyball Game Involves Fast Action



(At Left) Cadets Limber Up For Mile Run

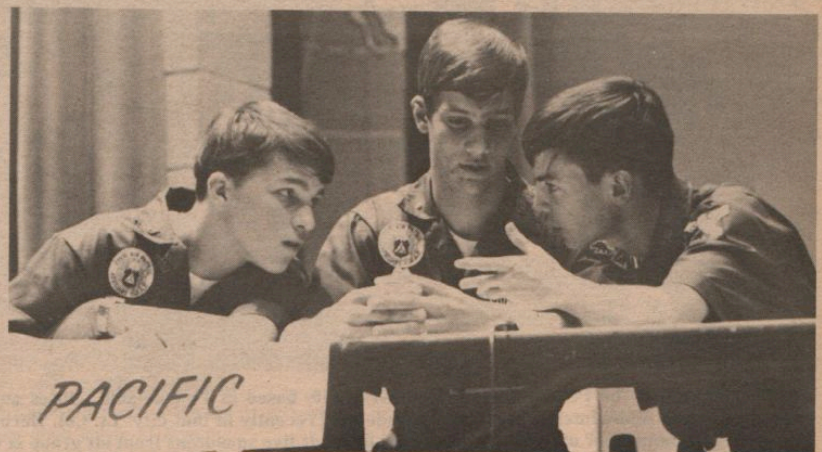
Photos By
MSgt. Russ
Brown



Mile Run Brings Out Competitive Spirit



Aerospace Questions Can Be Tough



Consultation During Panel Quiz

During 1976 National Competition



Air Force Brig. Gen. Carl S. Miller, commander of Hq. CAP-USA and CAP executive director, awards trophy for overall winner of drill competition to cadet from North Carolina Wing, representing Middle East Region.



Smartly Stepping Cadets Carry Out Standard Drill



In-Ranks Inspection



Something Different During Innovative Drill



A Tired Runner Catches Breath



Col. Oscar K. Jolley, region commander, leads cheering of jubilant Southeast Region representatives following awards banquet.

They Almost Took It Away!

By Maj. Douglas Brosveen, USAF
North Dakota Wing LO

Recently, they almost took away your right to file a flight plan. Not too long ago they almost stopped manning the local Flight Service Stations under a program which would have computerized Flight Service Station activities (and you would be talking to a tape recorder when you called in). Both of these proposals were cancelled at the last minute because of cries of outraged indignation from pilots all around the country. Why did they consider reducing or eliminating these services? **BECAUSE YOU AREN'T USING THEM — THAT'S WHY!**

On the vast majority of VFR flights, pilots do not file flight plans. The "average" pilot flies a flight plan only once or twice a year. A pilot will fly around his local area or state for a year without filing a flight plan. But, he wants to have the service available to him for that one long trip he takes each year. **THE BEST WAY TO KEEP VFR FLIGHT PLANS AND MANNED FLIGHT SERVICE STATIONS IS TO USE THEM MORE OFTEN, OR USE THEM AS THEY ARE INTENDED TO BE USED!**

Of course, those of us in CAP use VFR flight plans and manned Flight Service Stations much more often. **WRONG!** I recently attended a CAP activity in another state. When it came time to file my flight plan for the trip home, I wandered down to the Flight Service Station about a block away, rather than use the cadet runner that the other pilots were using. My purpose in walking down was to see if Mother Nature had made any significant changes since I received my weather briefing by phone an hour earlier. I received my weather update, handed the FSS man my flight plan and asked him if it looked OK. He replied, "I've seen more flight plans today than I've seen for the last year, and this is the first one that has been correct!" He went on to explain: "Civil Air Patrol is flying an exercise out of this airport today and they must have a directive which requires them to

(EDITOR'S NOTE: The following article was written by Maj. Douglas Brosveen, USAF, Liaison Officer for the North Dakota Wing, and was originally published in the North Dakota Wing newsletter, NODAK. We think it is so good that every CAP pilot should read it. We are publishing it here, therefore, with a few minor editorial changes to make it applicable nationwide instead of just in North Dakota.)

file flight plans . . . It's surprising. You'd think that such a professional organization, whose primary job is to search for others, would have pilots who would know how to file a VFR flight plan." I asked him what type of errors he was finding. "All types," he replied. And proceeded to show me some:

1. Local times instead of Zulu time.
2. Listed altitudes were IFR for VFR flights.
3. En route time was 30 minutes more than fuel on board. (I wonder how he came out.)
4. True airspeed was listed in miles per hour.
5. Aircraft type was listed as "Cessna." (There are some performance differences between a 150 and a Citation.)

Every time I've made an error on a flight plan, and I've made several (both errors and flight plans), the FSS has been quick to correct me on the spot. How then is it possible that our pilots could make so many errors? The answer is simple — **EVEN CAP MEMBERS AREN'T FILING FLIGHT PLANS ON A REGULAR BASIS.**

Here are the four reasons (excuses) most often given for not filing a flight plan:

1. It's so inconvenient!
2. I'll forget to close it!
3. What if the FSS asks me an embarrassing question?
4. I'm only going to go a short distance (also known as, "The FBO will notice me gone!")

Here are four good answers to those excuses:

1. Is it really that inconvenient, or don't you know how to do it? Many communities have toll-free numbers to the nearest FSS. Some even have direct hot lines from the airfield. In most states, there aren't many areas where you can't contact some FSS from 1,000 feet above the ground.

The hidden beauty about filing a flight plan is the peripheral in-

formation that a manned FSS can pass on. Two items I've picked up that way were: "The only thunderstorm in the state is now over Jamestown, right on your route," and "Did you know the low-level bombers are flying the training route over Bowman today?" Before I leave this point on inconvenience, do you know the definition of **DAMNED INCONVENIENT?** That's when you spend three days in a downed aircraft before anyone notices you're missing.

2. Let me point out something about people who forget to close out their flight plans — they're the ones who don't file them regularly. A pilot who files a flight plan every time he flies will automatically close it out. It's become part of his habit pattern.

3. On at least two occasions, the FSS has asked me "embarrassing questions." They were embarrassing because they highlighted mistakes I had made in my pre-flight planning, or pointed out that my planning had not been as complete as it should have been. Their questions helped me be a more professional pilot.

4. Short flights have nothing to do with filing a flight plan. The most unusual "save" I ever received credit for was finding an aircraft which had been on a local flight — and never left the traffic pattern.

At the time, I was aircraft commander on a rescue helicopter which had picked up a patient (heart attack) from a remote site and airlifted him to a small airport near the closest hospital. It was not a controlled airport.

After the patient had been loaded into the ambulance, we were preparing the helicopter for takeoff when the crew chief asked: "What did you think of that aircraft in the trees downwind?"

Do you think the eagle-eyed pilot and co-pilot would admit they hadn't seen it? No way! "Let's go by again (again?) on our way out," I replied.

Although it was dusk, we had no trouble finding the aircraft. (This time we were looking down on downwind.) As we made a low approach over the wreckage in the trees, the paramedic said, "I see a hand waving from inside the cockpit."

To make a long story short, we recovered the survivor, landed again at the same airport, and waited for the same ambulance to come back to take the man to the hospital. While we were waiting for the paramedics to return with the litter, we talked with the FBO.

The aircraft was his and the pilot was one of his best customers. The previous Sunday he had rented the aircraft and taken his family to visit relatives. He returned and told the FBO he would be going back to vacation with his family in a few days.

On Tuesday night, after the FBO had gone home, the pilot returned to the airport, apparently because he questioned his night landing proficiency. He talked with another pilot about night currency requirements just before he took off. When the other pilot offered to wait around until he returned, the victim responded that he was not going to leave the pattern and flight following wouldn't be necessary. (It turned out he needed night proficiency — he was distracted on downwind and allowed the aircraft to descend into the trees.)

The FBO was not alarmed to see the aircraft missing because he assumed the pilot had returned to vacation with his family. While we were waiting, the victim's wife called the FBO. She related that she always did the flight following for her husband and she was worried because he hadn't arrived.

He was supposed to join them tonight (Friday) and he was two hours late. (Technically, she was incorrect. He had gone down Tuesday and it was now Friday. He was three days and two hours overdue.)

If you've been wondering why this was the most "unusual save" and not the "easiest save," it's because anytime you try to get someone, with a broken back, out of an aircraft hung up in trees 30 feet from the ground, you can't classify it as easy.

Just in case I've strayed too far from the main points, let me cover them one more time:

1. A completely professional pilot uses all of the services available to make his flight successful.

2. Manned Flight Service Stations and VFR flight plans are significant assets available to every pilot.

3. The best way to keep manned Flight Service Stations and the right to file VFR flight plans is to make use of these benefits more often.

4. It is a waste of taxpayers' money to perpetuate systems which are only used by the average pilot once or twice a year. If we are to justify their continuance and benefit from their service, we must utilize them.

5. **WILL THE VFR FLIGHT PLAN STILL BE AROUND THE NEXT TIME YOU WANT TO USE IT? That depends on YOU!**



1st Lt. Charles Jordan

Alabamian Pens Book On Storms

MOULTON, Ala.—A Civil Air Patrol member, 1st Lt. Charles Jordan of the Muscle Shoals Comp. Sq., has written a book about the aftermath of massive tornadoes which struck northwest Alabama on the night of April 3, 1974.

Lt. Jordan set out only two weeks after the tornadoes to record personal testimonies from each person who was involved in the twisters and their immediate aftermath.

"My main reason was to try to save lives in case the event occurs again," he said, "I felt it would let people live with those who were in the tornado that night... let them experience what those people went through that night."

The book, "A Night to Remember," is being published by World Travelers Publishing Co. of Nashville and was released in late November.

"A Night to Remember" contains in more than 400 pages the personal accounts of 275 survivors of the disaster, lawmen, National Guardsmen and other rescue workers.

The book will not be distributed in bookstores. It can be ordered by writing to Charles Jordan, Rt. 4, Moulton, Ala. 35640. Do not send money or checks; the books will be sent C.O.D. at a price of \$5.50 plus tax.



SUITED UP—Cadet Brian Borchardt appears to be ready for a ride into space as he gets the feel of an Apollo spacesuit. Borchardt and other members on the El Paso Composite Squadron, Texas Wing, were recently briefed by NASA personnel from the Johnson Space Center on U.S. Space programs.



OHIO DISPLAY—2nd Lt. Gerie Cornette, second from left, and Cadets Moody, Jennifer Davis and Tracy Kawasaki, all of Ohio, man a CAP display during open house at Rickenbacker AFB, Ohio. More than 65,000 people visited the base and some 5,000 to 6,000 of them stopped to examine the display and listened to a recorded message about Civil Air Patrol.

CAP Members Fly Homebuilt Craft

★ ★ ★
DOWNER'S GROVE, Ill.—One day last summer, Louis Seno, an Illinois member of Civil Air Patrol, took off in his open-cockpit plane from an airstrip almost in his backyard here.

Thirty-nine days, 11,600 miles, 900 gallons of gasoline, and 60 quarts of oil later, he landed his plane back on the same airstrip, having literally flown around the country.

Seno, 52, flew his plane, a homebuilt Corben Junior Ace, around the periphery of the 48 contiguous states, stopping in such places as Frenchville, Maine; Homestead, Fla.; Del

Open Cockpit Plane Flown Around U.S.

Rio, Tex.; Los Angeles; Seattle; and Thunder Bay, Canada. He made the flight to commemorate the Bicentennial and to raise money for the University of Chicago cancer fund. The flight netted about \$5,000 for the fund.

Aside from the immediate reasons for his flight, Seno made the flight, he said, because it was something he had always wanted to do. In fact, he has had an almost lifelong fascination with aviation. "When other kids were out on the sandlot," he

★ ★ ★
said, "I was building model planes."

He was studying aeronautical engineering when World War II began and was drafted into the Air Corps where he served as a crew chief on a B-24 bomber. At the end of the war, he joined the family business.

But Seno, now president of the firm, did not give up his interest in aviation. He began flying in 1948 and by the late 1950s was building his own airplane from scratch. "In my mind, it was just a full-blown model airplane," he said.

He flew 32 of the 39 days spent

★ ★ ★
on the trip and rarely had time to meet with local cancer groups. However, he was surprised, he said, at the number of people he met who had been touched by the disease. Seno says he has no plans for another around-the-country flight, but that doesn't mean his aviation feats have ended. "I have a couple of other things in mind," he said, "but I'll wait a while."

The flier is a major in the Illinois Executive Reserve Group of CAP and has flown a number of missions. He worked for years on the IACE with the Illinois Wing.

Five Years Needed To Complete Plane

HANCOCK, W. Va.—Dean Truax, who has been flying for 16 years, has successfully completed the exacting requirements for building a flyable and Federal Aviation Administration-approved home built airplane.

Truax, a member of the Potomac Sr. Sq. (West Virginia Wing) and also a member of the Experimental Aircraft Association, spent five years building his own all-metal, low-wing monoplane which he calls "Papoose." He started building the craft in the basement of his home in Fulton County, Penn.

He has invested more than \$2,000 in materials, including a

1600cc. Volkswagen engine and a hand-carved propeller made of birch wood. The "Papoose" is 13 feet six inches long, with a wingspan of 18 feet nine inches. It weighs 600 pounds.

The first flight was over Potomac Airport located here in late August. It required only 300 feet of ground roll and a speed of 60 miles per hour to take off. The initial flight was for 30 minutes at an altitude of 4,500 feet with a cruising speed of 110 m.p.h. Fuel consumption was approximately 3-1/2 gallons per hour.

The only correction needed after the first flight was a slight stabilizer trim adjustment.



BEFORE LIFTOFF—Maj. Seno poses with his homebuilt airplane prior to takeoff on around-the-country-flight.



CAP Member Dean Truax Sits in Cockpit of His "Papoose."

Grand Rapids Pilot Builds Monoplane

GRAND RAPIDS, Minn.—Ron Hannah, a senior member of the Grand Rapids Comp. Sq. (Minnesota Wing) recently completed building a Taylor monoplane, a homebuilt aircraft. He says he became interested in building his own plane through a friend who was building a plane.

While looking through a magazine one day, he saw an article on the plane of his choice and he thought it looked as easy to build as the models he built as a boy. But it took five years of slow, part-time work—mainly in the winter—to complete the project.

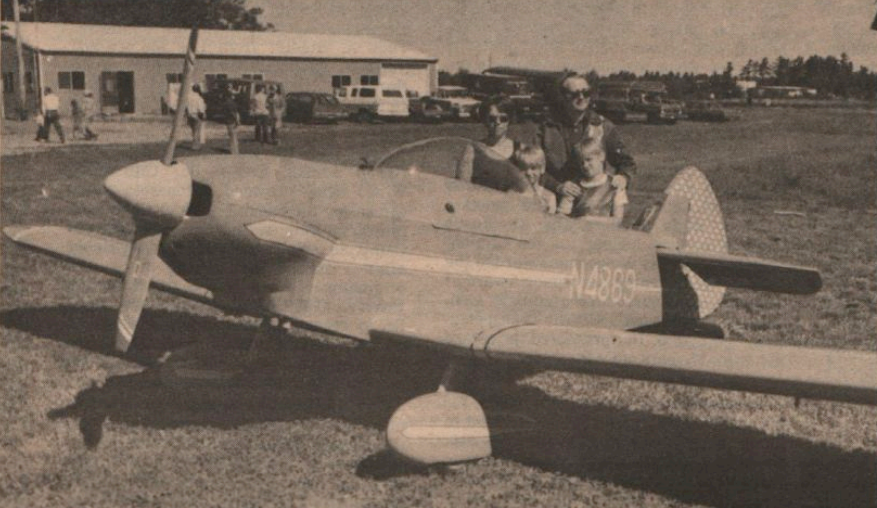
The Taylor monoplane is powered by a Volkswagen engine. The wingspan is 21 feet six inches and the plane is 15 feet 10 inches long. Empty weight is 496 pounds.

Hannah says his plane is the most enjoyable aircraft he has ever flown. It is quick on the controls, he says, but easy to get used to. Stalls are very gentle with plenty of aileron control right through the stall.

The plane cruises at 100 miles per hour with a top speed of 117 m.p.h. Its low gas consumption—approximately three

gallons per hour—makes it a very economical aircraft to fly.

Along with being an active Civil Air Patrol member, Hannah is also the president of the Grand Rapids Chapter of the Experimental Aircraft Association.



HOMEMADE—Ron Hannah and members of his family pose with his homebuilt Taylor monoplane.

'Cool' Weather Fails to Stop Encampment

DULUTH, Minn.—It was a little cool here this past fall when the Minnesota Wing staged a Class A encampment for all those in the wing who had not previously attended such an encampment. The average temperature was 20 degrees Fahrenheit.

Despite the cold, however, the encampment was a success. The cadets had to put up with long days, cold weather and no free time, but they worked hard, enjoyed an orientation flight, prepared a pass-in-review and held a formal graduation.

The encampment was held at an Air Force installation here at the Duluth International Airport.

PEOPLE . . . in The News

Northeast Region

Maj. Joseph T. Depalo of the Hudson Valley Group (New York Wing) was honored recently at the Group's first annual conference. He was presented with a letter of congratulations from Air Force Brig. Gen. Carl S. Miller, CAP executive director and a plaque from the Hudson Valley Group where he is group commander... Pennsylvania State University Comp. Sq. 1303 (Pennsylvania Wing) took two ranger teams to the annual Pennsylvania Wing Ranger Team Competition. They placed first for the advanced team and seventh for the basic team. This is the second consecutive year that Squadron 1303 team has won first place...

The Highlanders Comp. Sq. (New Hampshire Wing) participated in the Annual Fair Parade of Rochester, N.H., presenting a marching and drill routine before some 6,000 people. They received a trophy and a cash award for second place... Recently members of the Southtowns Sq. (New York Wing) were guests for the day of the 107th F/I Group, New York Air National Guard... Lt. Col. Michael J. Gallo, commander, was recently honored at a testimonial dinner given in his honor by members of the Rockland County Group (New York Wing). During the dinner Col. Gallo was awarded the Meritorious Service Award...

Members of the Schenectady Comp. Sq. (New York Wing) have presented a check for \$300 to the Jerry Lewis Muscular Dystrophy Fund. This raises the total collected in four years by the squadron to \$4,000... Capt. Kevin J. Molloy, Civil Defense Coordinator for Central Sector of the Pennsylvania Wing was recently elected president of the Pennsylvania State Civil Defense Association... The Woonsocket Comp. Sq. (Massachusetts Wing) promoted two of its members recently. Cadet 2d Lt. Laurie Bernard was promoted to cadet first lieutenant and Cadet/WO Victoria Laidler to cadet second lieutenant... Members of Pennsylvania Wing 1408 and Squadron 1404 participated in the Scottdale Heritage Days Festival. Capt. Frank Carpenter, 1st Lt. John Andrews, 1st Lt. Kurtiss Raygor and 1st Lt. Bonnie Raygor of Squadron 1404 conducted a three-pass "fly over" while members of Squadron 1408 assisted Scottdale police on the ground in traffic control, public safety, first aid and communications...

Middle East Region

Members of the Brandywine Cadet Sq. (Delaware Wing) have recently completed a ground school instructed by Capt. Robert Caulk. Cadets who participated include: Theresa Allinger, Ronald Brannen, Scott Chapman, Chris Coleman, Mark Hearn, Mark Simon, Paul Skopowski, and Scott Spencer... Langley Comp. Sq. (Virginia Wing) has provided a marching unit, three vehicles with CAP markings, and communication equipment used to help with parade control for the Hampton Institute Homecoming Parade... CWP David O. Fitts of the West Richmond Cadet Sq. (Virginia Wing) received his CAP pilot wings at a squadron ceremony recently... Edward M. Tabler, air traffic controller at the Hagerstown Regional Airport, has taken over command of the Hagerstown Comp. Sq. (Maryland Wing). Tabler has been active in CAP for over 20 years... Cadet Patricia L. Seim of the West Richmond Cadet Sq. (Virginia Wing) has been elected to the position of chairman of the Virginia Wing Cadet Advisory Council. She has served as the squadron's representative for the past two years and was the recording secretary...

At a recent meeting the cadets of the Raleigh Comp. Sq. (North Carolina Wing) were shown two films by the Navy recruiter for their district, Lt. Bill Starnes. After viewing the films, Lt. Starnes discussed his flying experiences...

Members of the West Richmond Cadet Sq. (Virginia Wing) have visited the Smithsonian Institution's Air and Space Museum at Washington, D.C. First Lt. Jay Carey, squadron commander, stated that the trip was worthwhile but that it is impossible to see the whole museum in one six-hour tour. He feels that all CAP squadrons should see the exhibits...

Ten Raleigh Comp. Sq. (North Carolina Wing) members visited Cape Canaveral and Disney World in Florida. The nine cadets making the trip were: Bill Peoples, Lynn Parrish, Richard Wilson, James Goodman, Richard Biddle, Johnny Sawyer, Christian Mogelson, Jon Gardner and Mike Logue. The senior escort was 2d Lt. Don Rhyne... Members of the Burlington Sq. (North Carolina Wing) recently finished an eight-week home study course in Civil Defense Preparedness. The members learned of the responsibilities required in order to deal with natural and nuclear disasters... CAP and U.S. Coast Guard Auxiliary units participated in a joint exercise recently in North Carolina. This was the second exercise of this type to be jointly sponsored by the two agencies. Lt. Carver Roberts of the Coast Guard Auxiliary acted as mission coordinator for all forces and Lt. Col. J. R. Bondurant acted as coordinator for the CAP forces. The CAP forces were composed of the 11th Air Rescue and Recovery Sq. and the Charlotte Air Rescue Sq. (North Carolina Wing)...

While on Bay Patrol duty, Senior Member R. M. Siegel and 1st Lt. Louis Smith of Maryland Wing's Group 1 found smoke emanating from a cabin cruiser. Upon sighting a red flare, they contacted the U.S. Coast Guard and continued circling until the boat was rescued... Senior and cadet members from Langley Comp. Sq. (Virginia Wing) provided assistance at the Annual Fair Day. Assistance consisted of crowd control, aid to distressed persons and communications... Capt. John Allers of the Raleigh Comp. Sq. (North Carolina Wing) has been selected to attend the Naval Aviation Officer Candidate Program. After training he will be commissioned an ensign in the U.S. Navy Reserve. Capt. Allers has earned the Gen. Carl A. Spaatz Award and is a private pilot...

Great Lakes Region

Members of the Cherry Hill Cadet Sq. (Michigan Wing) provided emergency services at an air crash during an air show. First Lt. Michael J. Martin, squadron commander, was first to arrive and pulled the pilot to safety. Second Lt. Shirley J. Martin began first aid to the pilot while fire fighters extinguished the fire which had started in the downed plane... The Terre Haute Comp. Sq. (Indiana Wing) has participated in a local air show. The squadron put up an information booth, helped with crowd control and donated a generator when the show generator gave out...

Det. 1 Co. A of the Illinois Army National Guard gave helicopter orientation flights to 15 cadets from Pershing Comp. Sq. (Illinois Wing). After landing, the pilots took time to discuss aviation careers in helicopters with the cadets... Lt. Col. Hilda Snelling, the Air Force Reserve advisor officer for the Clinton Scott Sq. (Illinois Wing) was awarded the CAP Grover Loening Aerospace Award at a recent open house. Air Force Brig. Gen. Charles B. Knudson, DCS/Air Transportation, Scott AFB, Ill., presented the award to her for 27 years of CAP service...

Twenty-five children from a school for the handicapped were recently treated to a circus trip by members of the Firelands Cadet Sq. (Ohio Wing). The squadron donated the 25 circus tickets and the services of three of its members, Maj. William Carter, 1st Lt. John Loveridge and 1st Lt. Wanda Loveridge.

Southeast Region

During a recent holiday weekend, cadets from three squadrons in Memphis, Tenn., assisted a Memphis REACT unit in operating a coffee-break rest stop at a nearby interstate highway... The Palm Beach Cadet Sq. (Florida Wing) has participated in Aviation Day at the Palm Beach International Airport. They set up an information booth and assisted in crowd control. This marks the fourth straight year of participation by the squadron... The Sarasota Comp. Sq. (Florida Wing) has as its members the McCoy family, who have been a part of CAP since 1954. Nine members of the family have represented three generations participating at one time or other. The squadron commander, Capt. William McCoy, is assisted by his wife Dorothy as finance officer, son Dennis as cadet program officer, and daughter-in-law Charlotte as information officer...

Lt. Col. Vera Mauldin, commander of the Maxwell Cadet Sq. (Alabama Wing), received the Grover Loening Aerospace Award and the Gill Robb Wilson Award at recent ceremonies... At the Georgia Wing's Award's Banquet, Lt. Col. Herbert Hawk stole the show. Of the 16 awards presented, Col. Hawk received four. They were the Grover Loening Award, the National Commander's Citation and the Gill Robb Wilson Award. In addition, he received his diploma from the Air War College.

Three Daytona Beach Sq. (Florida Wing) members have completed a Radiological Monitoring Course. Those receiving course completion certificates were 2d Lt. John Dolwick, W/O David Keys and Senior Member John Goodloe... Cadet Jay Paulus has been named the Outstanding Cadet of the CSRA Cadet Sq. (Georgia Wing) for 1976. Cadet Paulus serves as the unit's leadership officer and representative on the wing Cadet Advisory Council...

At the Group (Florida Wing) awards banquet, Cadet Mike West was awarded a scholarship. Best Cadet Award went to Cadet David Beauregard... Cadet members of the Athens Comp. Sq. (Georgia Wing) worked as Santa's helpers by ringing the Salvation Army bell at a local shopping center...

North Central Rgn.

Nine cadets from the Iowa Wing tried out their solo wings for the first time after an intensive seven-day schedule of primary flight instruction and ground school hosted by the Cedar Rapids Senior Sq. Cadets participating from the Cedar Rapids squadron were: Mark Kabelitz, Tracy M. Steel, Lawrence W. Price, Gregory J. Kerr; from the Burlington Sq., Todd A. Kindig; from Des Moines Sq., Tony R. Santora; from North Iowa Sq., Ronald A. Hanson; from Red Oak Sq., Dennis J. Lindell and Michael E. Kemp-ton...

Cadet Marlene Mann, a member of the Grand Rapids Comp. Sq. (Minnesota Wing) was crowned Minnesota Wing Queen for the ensuing year at the annual Military Ball recently... The Omaha Comp. Sq. (Nebraska Wing) is \$300 richer after a special fund-raising drive. The originator of the drive was Cadet Dimitri Pavlov... The Cedar Rapids (Iowa Wing) Sr. Sq. recently sponsored two appearances by the Armed Forces Bicentennial Band at a local high school. The appearance was arranged by Capt. Bob Holub...

First Lt. Lorraine Burt, information officer for the Grand Rapids Comp. Sq. (Minnesota Wing) was presented the annual National Outstanding Unit IO Award recently. This was the sixth year Lt. Burt has received recognition for her outstanding accomplishments in the information field. Cadet Ron Hanson, cadet com-

mander of the North Iowa Comp. Sq. completed all the requirements and soloed at the Iowa Cadet Solo Encampment. He is the first cadet in the squadron to complete the program...

Southwest Region

Capt. James Osborne of the Pioneer Comp. Sq. (Oklahoma Wing) recently participated in that city's signing of a Bicentennial Scroll... Cadet Lewis Kinard was named the Magnolia Comp. Sq.'s (Arkansas Wing) Cadet of the Year in recent ceremonies. Cadet Ralph Flemens was named Recruiter of the Year...

Second Lt. Ollie S. Heady, logistics officer for the Pioneer Comp. Sq. (Oklahoma Wing) has received a letter of commendation from the Chief of Naval Operations for his recent tour of active duty in the Pentagon as Navy photographer... Lt. Col. Clifford Courville, commander of the Lake Charles Comp. Sq. (Louisiana Wing), and 1st Lt. Dale Smith recently found two missing fishermen who had been lost for 24 hours...

At the 1976 Arizona Wing Conference, Capt. Donald Turner received the trophy for Communications Officer of the Year and Capt. Mary L. Turner was awarded a trophy as Information Officer of the Year. In addition, the squadron was cited for an accident free year...

Rocky Mountain Region

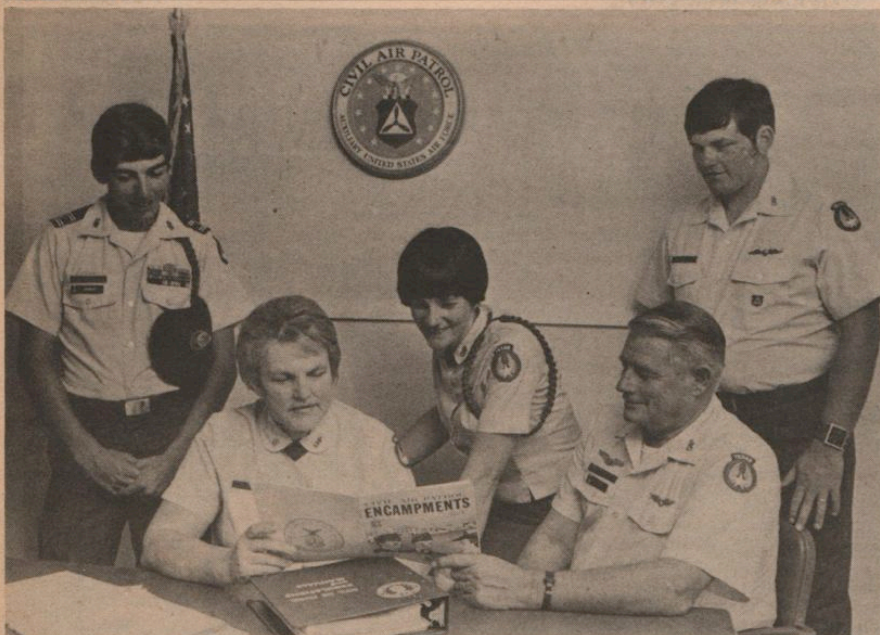
Cadet Richard L. Schweigert of the Mile Hi Cadet Sq. (Colorado Wing) has attended the CAP Ground School being held at Lowry AFB, Colo., on a regular basis... The Mile Hi Cadet Sq. (Colorado Wing) placed well in the statewide competition held at Lowry AFB, Colo., recently. The cadets placed first in aerospace education; second in the mile run and second in drill, resulting in an overall second place for the competition... Senior Member Larry Ash and Cadet Alan Laatsch of the Natrona Co. Cadet Sq. (Wyoming Wing) recently completed a nine-hour cardio-pulmonary resuscitation class taught by the American Red Cross...

Pacific Region

Wheeler Comp. Sq. (Hawaii Wing) recently participated at the Hawaii Bicentennial Water Carnival. They sold programs, Bicentennial coins and T-shirts and assisted in the parking area... State Rep. Ted Kulongoski presented Cadet Ken Wright with a trophy for being the most outstanding cadet representing the Oregon Wing at the annual encampment. Cadet Wright is currently cadet commander of the Mahlon Sweet Comp. Sq. (Oregon Wing)...

Members from local squadrons were honored at a Peninsula Group 2 (California Wing) Awards Banquet recently. Those receiving awards were: Capt. Mayetta Behringer, Sq. 114, Outstanding Senior; Cadet Dave Timm, Sq. 114, Outstanding Cadet; Capt. Duane Allen, Sq. 36, Outstanding Squadron Commander; and Capt. Lee White, Sq. 80, Outstanding Emergency Services Worker... Six members of the Ft. Vancouver Comp. Sq. (Washington Wing) were guests of Gen. Roy Lamb, president of The Wilderness Foundation, who took them on a rock climbing tour. Cadets participating were: Chuck Powell, J. Boltz, Robin Thomas, A. Franklin and Mike Castle. Senior Member T. Jones also participated...

After a recent exam, four members of the Ft. Vancouver Comp. Sq. (Washington Wing) earned their Special Observer Wings. Those passing were: Capt. Howard Bafford and Jerry Bond, Maj. Barbara Keesee and Cadet Bob Lawson...



ALL IN THE FAMILY—From Left, Cadet Christopher A. Vickery, Maj. Elizabeth Tout, Cadet Mary C. Tout, Lt. Col. E. H. Tout, and 1st Lt. Timothy J. Tout.

For The Touts

CAP Is Truly A Family Affair

SHEPPARD AFB, Tex.—Civil Air Patrol is literally a family affair with the E. H. Tout family of Fort Worth, Tex.

Ten members spanning three generations make up the Tout Clan who participate earnestly in Civil Air Patrol cadet and senior activities. Five members of the clan recently participated in the Texas Wing encampment at Sheppard AFB.

The two senior members, Lt. Col. E. H. Tout (grandfather) and Maj. Elizabeth Tout (grandmother) started working with CAP 12 years ago. Children and grandchildren joined in as they approached the proper age.

The clan, in addition to the grandparents, consists of children Elizabeth A. (Tout) McMurtry, Teresa K. (Tout) Jones, Michael A. Tout, Timothy J. Tout and Mary C. Tout; and grandchildren Christopher A. Vickery, Roy B. McMurtry and Charles M. McMurtry.

The Touts have seven children, five of whom are CAP members. The other two, both older children, were "out of the nest already" when the Touts began their association with CAP.

It's not likely that the family affair with CAP will end with the present 10. Elizabeth states that prospects are good that two other grandchildren will join the CAP in two years when they reach membership age. They are twins of son, Larry, who did not get to work with CAP but who wants his children to join the cadet group when they are of age.

"We've got other grandchildren coming on, too," Elizabeth adds, "and we're talking CAP to them already."

Firm believers in the philosophy of CAP, E. H. and Elizabeth have given untold hours to youth in the Fort Worth area where E. H. is past group

commander, but is now attached to the Texas Wing, and Elizabeth works with the cadet program at wing and is former squadron commander.

She served as deputy commander of the Texas Wing encampment held at Sheppard AFB recently which about 205 cadets and 25 senior members attended. E. H., who long served as commander of the wing's summer encampment, decided to sit this one out and went along to give "moral support" to his wife, his daughter and son, and one grandson, who played leading roles in the encampment.

Daughter Mary C. served as cadet commander and son, 1st Lt. Timothy J., a senior member, served as communications and training officer. Cadet Maj. Christopher A., a grandson, was

executive officer of Squadron 4. Other CAP members of the Tout clan were at home occupied with jobs.

All of the Tout clan, with the exception of Grandmother Elizabeth, have an avid interest in flying, stemming from Grandfather E. H. who served in the U.S. Air Corps during World War II.

E. H. and Timothy have their pilot licenses, and Teresa and Mike have both soloed in gliders. Mary, who has observer wings, hopes to solo soon. Others are looking forward to becoming airborne also.

E. H. believes strongly in CAP work. "CAP builds character in kids," he emphasizes, "and whatever amount of time I can give to it is well worth the effort I put forth."



OBSTACLE COURSE—Georgia Wing cadets have no trouble getting under the barbed wire but the hand-over-hand crossing was a bit more trouble as they try out the obstacle course at Ft. Gordon, Ga. The Army's 1st Basic Combat Training Brigade was host to approximately 200 cadets during a

Seven CAP Wings Take Part in School

CAMP ESTES, Miss.—Seven Civil Air Patrol wings were represented among the students and staff members who assembled here late last summer for the Mississippi Ranger School.

These were Pennsylvania, Louisiana, Wisconsin, Alabama, Mississippi, Texas and Tennessee. The students included one senior member, two female cadets and 23 male cadets. The staff consisted of nine senior members and 20 cadets.

CAP Col. John Vozzo, then Mississippi Wing commander, welcomed the staff and students as the school opened. A frequent working visitor during the course of the school was Air Force Maj. Leonard D. Fialko, Mississippi Wing liaison officer, as was CAP Lt. Col. Fred Estes on whose land the school was held. The two of them were

given much of the credit for the smooth operation of the school.

Two were graduated as advanced rangers, four as rangers first class and nine as rangers 2nd class. The honor cadet was Gary Cross of Mississippi.

ME Region Workshop Is Praised

WASHINGTON, D.C. — "My eyes have been opened," Col. Sidney Evans, Middle East Region deputy commander, said in describing the region's Advanced Management Workshop which he attended this past fall at Andrews AFB.

Thirty members of the region, representing all seven wings in the region, attended the workshop which was another first in the development of the region's Senior Training Program. The workshop was geared to the experienced squadron commander, wing staff members and the wing command structure.

The students received more than 15 hours of intense classroom work. The instructors were Air Force Lt. Col. Walter C. Straughan of the MER liaison office; Lt. Col. Philip R. Alker from National Headquarters; Lt. Col. Tom Cheeseman, USAFR, Washington; and CAP Maj. Leo Wright of the Virginia Wing.

Other recent workshops for senior members in the region have included the TLC Workshop, the Squadron Commanders Workshop, the IO Workshop, and the Mission Coordinators Workshop.



weekend at the fort. The cadets, while spending their nights in the field during a recent weekend, participated in a number of exercises that Army recruits undergo. Incidentally, a dinner of C-rations and water await the cadets at the end of the obstacle course.



1st Lt. Mary K. Higgins

AF School Taps CAP Member

GRISSEM AFB, Ind.—A Civil Air Patrol member has been selected by the Air Force as one of six women to form the first women's undergraduate navigator training class, scheduled to begin in March 1977.

Chosen for the initial course to include women was Air Force 1st Lt. Mary K. Higgins, who is a captain in CAP's Indiana Wing. In the Air Force, she is an air traffic control supervisor with the 1915th Communications Sq. at Grissom.

The Air Force Military Personnel Center at Randolph AFB, Tex., selected the six women from more than 30 applications that met the program's criteria.

The active CAP member enjoys flying light aircraft and is a member of the Grissom Aeros Club. She has been in the Air Force for two years and says she is looking forward to the challenge of navigator school.

Scouts Hear Search, Rescue Details Outlined

NEW SALEM, Penn.—CAP Maj. Charles Cramer and other members of Southwestern Pennsylvania Group 1400 presented a program recently on search and rescue to Boy Scouts of Troop 608 in New Salem.

Scoutmaster Harold Antrum invited the CAP members to present the program since members of the scout troop are working to earn merit badges on emergency preparedness.

Maj. Cramer spoke on initiating a search and rescue mission. 1st Lt. Kenneth Titterton, commander of South Moreland Comp. Sq. 1408, showed and explained slides taken on actual search missions. Cadet Donald Pritchard Jr. told the scouts about the cadet program. Cadet Gary Pritchard explained the backpack, field pack and rappelling ropes used by rangers in the field. This was followed by a question and answer period.

Approximately 40 scouts and scoutmasters from the Old Trails District attended the meeting.

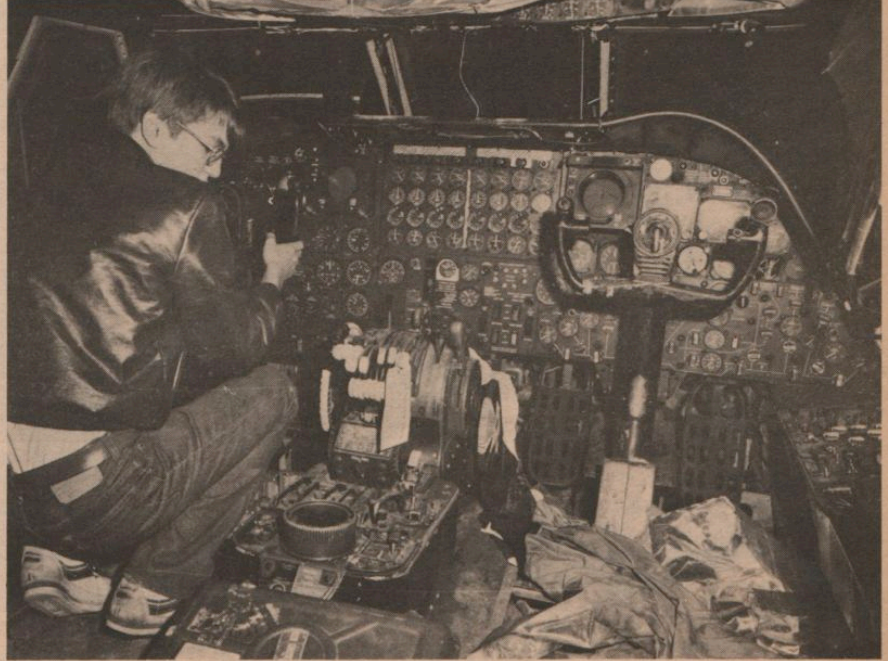
'Enola Gay' Pilot Gives Out Award

LIMA, Ohio—Capt. Doug A. Daley, formerly a CAP cadet, was awarded CAP's Gen. Carl A. Spaatz Award recently at the Ohio Wing conference.

Presenting the award was retired Air Force Brig. Gen. Paul W. Tibbets Jr. who, during World War II, piloted the B-29 "Enola Gay" which dropped the first atomic bomb on Hiroshima, Japan.

Daley was the former cadet commander of his CAP unit, Lima Comp. Sq. 901. During his cadet career, he won a solo flight scholarship and visited Spain in 1975 under the International Air Cadet Exchange Program. He earned a college scholarship through CAP and won a renewal each year. He is now a senior at the University of Notre Dame.

Daley, now 21 and a senior member, won a promotion to captain after receiving the award.



COCKPIT CHECK—Cadet James R. Johnson looks over the cockpit of a surplus B-52 bomber now stored at Davis-Monthan AFB, Ariz.

'Airplane Graveyard' Visited

Texas Unit Tours Davis-Monthan AFB

EL PASO, Tex.—Nine cadets and five senior members of the El Paso Comp. Sq. here spent three days recently at Davis-Monthan AFB in Tucson, Ariz.

An Air Force officer at Ft. Bliss, Tex., where the squadron has its headquarters, and the Davis-Monthan information of-

fice arranged the trip and billeting at the Davis-Monthan visiting officer quarters.

A highlight of the visit was the opportunity to descend into an ICBM missile silo, one of several in the Tucson area. No cameras were permitted, but the CAP group received a firsthand look at the inner workings of a first-line weapon system.

On the second day, the squadron members donned civilian clothes—at the advice of the tour guide—for a visit to the aircraft storage area. Sometimes called the "airplane graveyard", the sprawling Military Aircraft Storage and Disposal Center covers many acres of desert and presently contains approximately 4,800 military aircraft in storage or awaiting disposal. The tour members were allowed to

climb in and around some of the airplanes for a closer look.

On the flightline, the new A-7 and A-10 fighters were on display, with their pilots present to answer questions from the cadets and to explain the capabilities of their respective craft.

An added bonus for the aviation-minded group was a visit to the newly opened Pima County Air Museum near Tucson. The museum houses more than 100 examples of military aircraft from pre-World War II to Korean War vintage.

Lots Of Space Needed To Show Off Insignia

KANSAS CITY, Mo.—When the Missouri Wing's supply officer, Capt. Keith Richardson, is invited to set up a display, the main thing he needs is a tremendous amount of space.

Richardson owns what is possi-

bly one of the world's largest collections of military insignia.

He started his collecting pastime in 1941 as a Boy Scout while living in Muskogee, Okla., near a large Army training camp. He would go to the camp and talk the soldiers out of their uniform insignia. Patches, distinctive ribbons, medals, cap badges, rank badges and foreign insignia have been traded over the years until Richardson now has some 11,000 items.

In his collection is a West Point patch like the one worn by General of the Army Dwight D. Eisenhower when he was a cadet. He has a PT boat command metal insignia like that worn by the late President John F. Kennedy when he was skipper of PT-109.

Another notable item is the Chief Commander's Legion of Merit which Richardson has. The award has, in the past, been given to Winston Churchill, Charles DeGaulle and Chiang Kai-shek, among others.

He also has a complete Medal of Honor set, which is a very hard item to come by unless you are one of the few who have earned it.

A member of the American Society of Military Insignia Collectors, Richardson has travelled to many cities with his impressive display.



LARGE COLLECTION—Capt. Keith Richardson, Missouri Wing supply officer, is surrounded by a part of his collection of military insignia. He has more than 11,000 separate items in the collection.



BIKE REPAIR—SM William Diamond repairs bike for riders in St. Louis' Diabetes Bike-A-Thon this year. CAP members from several St. Louis squadrons provided communications, bike repair and first aid along the six routes of the ride. The Bike-A-Thon raised about \$50,000 for research and summer camp for diabetic children.

California Wing Hosts Search, Rescue Confab

BAKERSFIELD, Calif.—CAP's California Wing was host here on a recent weekend at a search and rescue (SAR) conference for Civil Air Patrol, Air Force, Air National Guard and law enforcement personnel.

The conference brought together more than 75 members of these various agencies involved in search and rescue to coordinate procedures and to learn new techniques.

New techniques included the use of Loran C, a navigation system, by law enforcement agencies in reporting accidents, and for rendezvous by helicopters with ground vehicles in locating downed aircraft. The system will be used throughout California beginning in January 1977.

CAP Lt. Col. Jim Bigelow, California Wing director of Operations, discussed the use of satellite photos to determine whether or not weather is a factor in searches for downed aircraft.

Another topic of discussion was the use by the Federal Aviation Administration of computer-stored radar tracking as an additional SAR tool when bad weather is involved. The technique determines the time frame within which a missing

aircraft should have been in a certain area at a certain time, thus facilitating a search.

Bob Hill of the California Office of Emergency Services presented a talk on "Team Effort." Steve Smith of the U.S. Bureau of Land Management presented a discussion on "Federal Lands and SAR," the rules and regulations under which searches are made on federally owned lands.

The meeting ended with a question and answer period.

Simulated Quake Spurs 'Evacuation' of Hospital

WILMINGTON, Del.—As a result of a major earthquake (simulated) which hit northern Delaware, the structure of the Veterans Hospital at Elsmere in the Greater Wilmington area was seriously weakened. Immediate evacuation of the hospital's patients was ordered.

This was the scenario for a joint exercise involving CAP's Delaware Wing, the Delaware National Guard and the Veterans Hospital.

WO Duane Judy of the New Castle Cadet Sq., CAP project officer, mustered 60 cadets and senior members from seven Delaware Wing squadrons to participate. Three UH-1 "Huey" helicopters of the Guard's 198th Aviation Company, staffed with six nurses from the 142nd Air Evacuation Flight, shuttled CAP cadets posing as hospital patients from the hospital to the Greater Wilmington Airport. In an actual emergency, the patients would have then been transferred to medical planes for transport to hospitals outside the area.

The entire evacuation exercise went off without a hitch and with remarkable precision. Exactly at 1:30 p.m., a flight of three helicopters appeared over the hospital grounds and landed. For the next hour and a half, there was a continual flow of loaded helicopters departing for the airport and returning for more pickups. Many of the CAP cadet evacuees were experiencing their first helicopter flight.

Local radio stations, alerted to the exercise, broadcast notice of

31 Complete Solo Flights At Minnesota Encampment

Guardsmen Provide Air Controllers

WASECA, Minn.—One of 1976's largest solo flight encampments was completed here recently by the Minnesota Wing.

Thirty-one CAP cadets made their first solo flight and were awarded their solo wings. They used 14 Minnesota Wing aircraft during the week of training and flew a total of 390 hours.

During ground school, the cadets received instruction in an ATC 510 simulator. They also received orientation flights in a T-34 and an O-1 on floats.

The Minnesota Air National Guard Flight 237 provided air traffic control with its mobile control tower. Controllers reported more than 750 aircraft movements during the busiest day.

Maj. James Bates served as chief flight instructor and encampment commander. Twelve CAP flight instructors and four ground staff members volunteered their services for the week.

This was the eighth consecutive solo encampment sponsored by the Minnesota Wing. Each has had a 100 per cent solo record without incident or accident.



SUPERVISION—Flight instructor, Capt. Robert Dykstra, supervises aircraft pre-flight inspection.



RITUAL REMOVAL—Maj. James Bates, encampment commander, performs ritual cutting-off of shirttail for unidentified cadet who has just soloed.

Hawaii Planning To Build New Headquarters

HONOLULU — The Hawaii Wing will have a permanent home in the not too distant future, according to Lt. Col. William Baker, the wing commander.

A one-acre site adjacent to the Honolulu International Airport has been set aside for the Hawaii Wing by the Hawaii State Department of Transportation.

Col. Baker said that building plans are under study now for a facility which will provide administrative offices for the headquarters as well as some income-producing space.

Until the new facility is a reality, however, the wing headquarters has moved into the former Hawaii Air National Guard hangar at the Honolulu airport.



GASSING UP—Cadets fuel 0-1 aircraft for float plane orientation flight.

CAP Saves 34 Lives in 1976

Following are brief descriptions of the rescue missions in which Civil Air Patrol was credited with saving a life during 1976:

—While most people throughout the nation were celebrating the arrival of the new year in January 1976, members of the Wyoming Wing were busy assisting persons stranded in a winter blizzard. Wyoming members used four-wheel drive vehicles and worked throughout the night and following day transporting stranded individuals to safety. Fifty-seven persons were assisted during the two days, and CAP was credited with saving the lives of two of the people caught in the blizzard.

—The Florida Wing was credited on Jan. 9 with saving the lives of a couple missing overnight in a boat. Fifteen minutes after taking off to assist in searching for the two people, the CAP aircraft spotted the boat aground on a shallow bank. The sheriff's department was called to the scene and rescued the couple.

Two Saved

—A ground search team from the New York Wing saved the lives of two people who crashed Jan. 16 in a light aircraft near Westchester, N.Y. CAP searchers were called into action after a CAP pilot who was making an approach landing to the airport picked up a signal from the crashed aircraft's emergency locator transmitter (ELT).

—An intensive six-day search in Alaska for a missing light aircraft was concluded successfully on Jan. 22 with the recovery of the pilot and his passenger. The missing plane was located in a remote area in Merriam Pass northwest of Anchorage. Two saves were credited to the Anchorage CAP unit due to the remoteness of the area, cold winter temperatures and the improbability of recovery without assistance.

Save in Washington

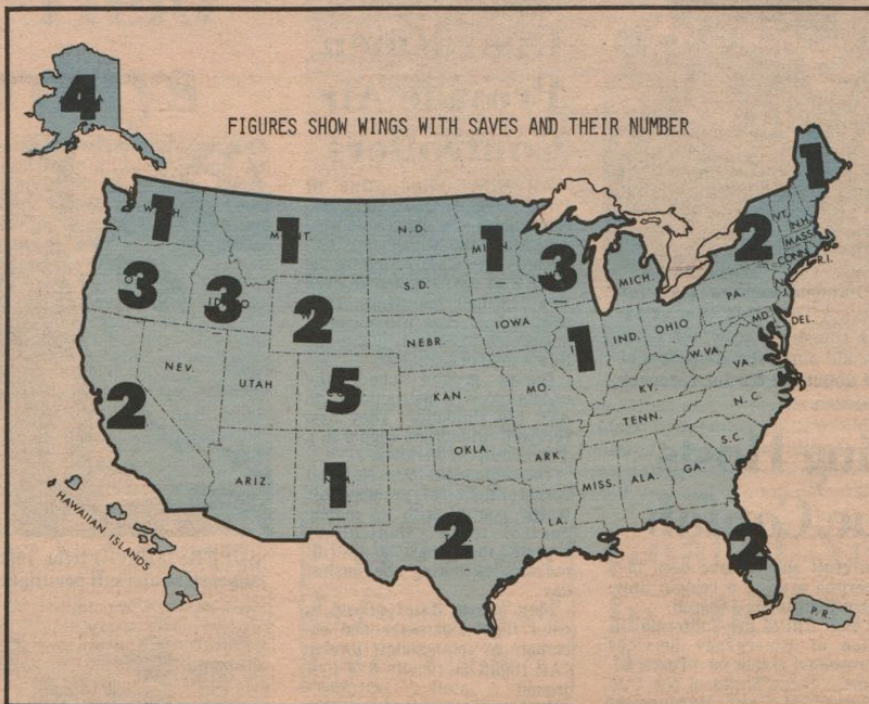
—Fast action by two members of the Washington Wing Jan. 29 proved to be instrumental in saving the life of a man who was in critical condition after inhaling cyanide gas. The CAP members transported some cyanide antidote from Spokane to Yakima, Wash., to save the man's life.

—Two young Oregon hikers were saved Feb. 2 by a ground search team. The team located the missing hikers on the 500-foot level of Mt. Hood and turned them over to their parents.

—A missing light aircraft was spotted by the Texas Wing on Feb. 14 and the unit was credited with saving the life of the pilot. After pinpointing the location, the CAP members radioed the information to the local sheriff and the injured pilot was driven to a local hospital for treatment.

Airlift of Blood

—Two members of the Idaho Wing airlifted three pints of blood from Spokane, Wash., to Bonner's Ferry, Idaho, on March 7 which helped save the life of a hospital patient. The blood was needed to stabilize a 79-year-old woman suffering from internal bleeding.



—CAP and Air Force rescue forces joined together to save the life of a pilot of a light aircraft which had broken through the ice of a frozen lake near Skwentna, Alaska, March 29. The Anchorage CAP unit located the downed aircraft and, due to darkness, an Air Force aircraft was launched to conduct a flare drop while a helicopter made the pickup.

—The ELT again proved helpful in saving the life of a downed pilot whose aircraft crashed in Texas in April. The Texas Wing was credited with the save after they "homed in" on the ELT signal and directed a state helicopter to the site for the recovery.

Hospital Patient Aided

—Emergency airlift of urgently needed blood and survival instruments by the Idaho Wing helped save the life of a hospital patient May 14. CAP completed the lifesaving mission in a little

more than an hour after receiving the call for help. CAP flew the needed blood and instruments from Sand Point, Idaho, to Spokane, Wash., for use in the children's ward of the Sacred Heart Hospital.

—A search for a 17-year-old girl, who was on special medication for epilepsy, was concluded when the Wisconsin Wing aircrew located her in a ditch six miles south of Colifax, Wisc. Local law enforcement officials were directed to the scene and rushed the girl to the hospital.

Missing Man Found

—On June 12, a Wisconsin Wing ground search team saved the life of a man missing from the Southern Colony Home. The man was located near the Bong Recreation Area about 10 minutes before sunset with severe weather forecast for the night.

—The last save recorded dur-

ing the first six months of the year was credited to the Oregon Wing when it saved the life of an injured hiker. The ground team located the missing hiker in less than three hours after being notified of the emergency. He had fallen and broken his left shoulder and was unable to find his way out of the area.

ELT Useful

—The 20th and 21st saves of the year came on Aug. 9 when an ELT again proved instrumental in helping save the lives of a pilot and passenger of a light aircraft which crashed on the outskirts of Oakland, Calif. The California Wing followed the ELT signal and directed a rescue team to the crash site for the recovery.

—Two days of search efforts paid off Aug. 11 when the Maine Wing located a downed aircraft by tracking its ELT signal. The light aircraft had crashed on a flight from Caribou, Maine, to

Manchester, N.H. A U.S. Coast Guard helicopter was called to the crash scene and the pilot was hoisted aboard.

Two Saved Aug. 15

—Two saves were recorded on Aug. 15 when the Idaho Wing was credited with saving the life of a hospital patient through the airlift of urgently needed rare blood and the Minnesota Wing saved the life of a missing man. The 80-year-old man was spotted by a Minnesota aircrew and picked up by a civilian ground team.

—CAP recorded its fifth live save during the month of August with the emergency airlift of a wounded man on Aug. 26. The patient, a gunshot victim, was picked up and transported from Clear, Alaska, to the Fairbanks hospital by a CAP unit in Clear.

—The Colorado Wing concluded an intensive six-day search for a missing light aircraft on Oct. 2 and was credited with saving the lives of the two persons aboard. The wreckage was located in the vicinity of Monarch Pass by the Colorado Wing. Ground vehicles were called in to recover the survivors.

Passenger Saved

CAP's 28th save of the year came Oct. 4 when search crews of the Illinois Wing located a downed aircraft in the vicinity of Manteno, Ill. The local sheriff's department was called to the scene and transported the surviving passenger to the Kankakee Hospital. The pilot was killed in the crash.

—During the last part of October and early November, four hunters were added to the list of lives saved by CAP in 1976. The Montana Wing spotted an overdue hunter on Oct. 27 and radioed his position to a private helicopter in the vicinity. The man was suffering from exposure and disorientation.

—On Oct. 30 the Colorado Wing saved the life of a 15-year-old boy who had become lost while elk hunting. A CAP aircrew located the boy and directed ground teams to the scene.

30 Minutes Required

—It took the Wisconsin Wing less than 30 minutes to find a missing hunter on Nov. 8. The hunter was found in good condition, but was suffering from hypothermia, a condition in which the inner body temperature is lowered and, if not corrected, can result in death.

—The New Mexico Wing saved the life of a hunter on Nov. 17 by reporting the lost man's location to an Army National Guard helicopter which picked him up. Six CAP aircraft participated in the two-day search for the man.

—The 33rd life-saving effort in 1976 was on Nov. 29 when the Colorado Wing saved the life of a hospital patient by airlifting urgently needed blood. The CAP aircrew transported the blood from Denver to Haxton, Colo.

—The final save of the year came Dec. 17 with the medical evacuation of a badly burned 11-year-old boy from Clear, Alaska, to the Fairbanks hospital. The Clear CAP unit transported the injured boy and was credited with the save.

Civil Air Patrol Search and Rescue Statistics—1976

STATE	MISSIONS	SORTIES	HOURS	SAVES	FINDS	STATE	MISSIONS	SORTIES	HOURS	SAVES	FINDS
Alabama	14	61	155	0	10	National Capital	4	4	2	0	2*
Alaska	108	802	1785	4	46	Nebraska	4	8	17	0	0
Arizona	33	254	619	0	11	Nevada	17	173	390	0	8
Arkansas	21	259	490	0	16	New Hampshire	3	58	87	0	1
California	64	1074	1694	2	28	New Jersey	4	97	237	0	2
Colorado	45	716	1233	5	21	New Mexico	25	714	1201	1	6
Connecticut	3	12	19	0	2	New York	15	59	559	2	6
Delaware	1	3	4	0	1	North Carolina	20	113	664	0	10*
Florida	31	122	183	2	20	North Dakota	4	7	17	0	3
Georgia	20	127	226	0	7	Ohio	26	183	392	0	12
Hawaii	0	0	0	0	0	Oklahoma	10	190	337	0	0
Idaho	17	49	81	3	4	Oregon	21	214	352	3	3
Illinois	13	103	240	1	7	Pennsylvania	33	50	76	0	11
Indiana	16	31	68	0	9	Puerto Rico	1	10	20	0	0
Iowa	3	6	12	0	2	Rhode Island	2	15	23	0	0
Kansas	12	30	60	0	3*	South Carolina	6	51	102	0	4*
Kentucky	7	37	95	0	1	South Dakota	13	30	55	0	10
Louisiana	14	35	83	0	7	Tennessee	18	137	231	0	9
Maine	6	50	95	1	6	Texas	35	855	1684	2	16
Maryland	4	2	3	0	1	Utah	15	367	679	0	4
Massachusetts	5	344	552	0	3	Vermont	1	27	29	0	0
Michigan	9	249	624	0	4	Virginia	28	141	222	0	15*
Minnesota	8	40	64	1	1	Washington	11	403	717	1	1
Mississippi	6	42	101	0	4	West Virginia	8	94	168	0	0
Missouri	10	46	78	0	7*	Wisconsin	11	130	257	3	48
Montana	6	17	39	1	1	Wyoming	6	214	533	2	2
*1 find shared with another wing						TOTAL					
						817					
						8875					
						17604					
						34					
						395					